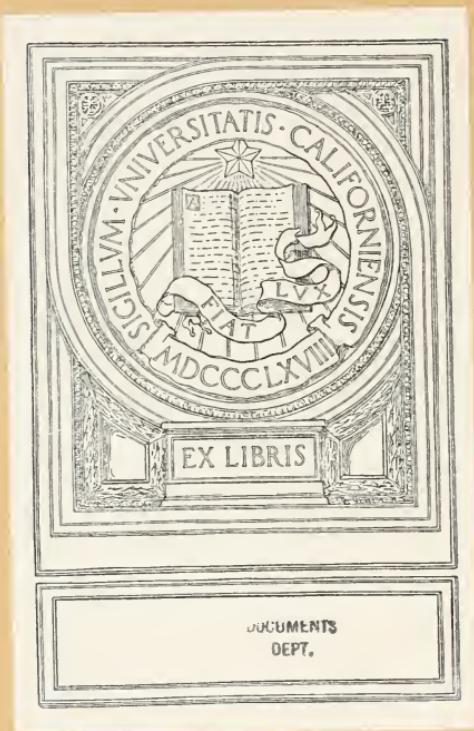


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RAILWAY LEGISLATION  
OF THE  
DOMINION OF CANADA  
1867 - 1905







# RAILWAY LEGISLATION

OF THE

## DOMINION OF CANADA

FROM

1867 TO 1905 INCLUSIVE.

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PREPARED AND COMPILED BY

J. E. W. CURRIER

OF THE

DEPARTMENT OF RAILWAYS AND CANALS

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SECOND EDITION

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OTTAWA

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Entered according to Act of Parliament of Canada, in the year one thousand nine hundred and six, by J. E. W. CURRIER, at the Department of Agriculture.

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## INTRODUCTORY AND EXPLANATORY.

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The accompanying Index, being a continuation and extension of the first edition, published in 1898, embraces all public and special Acts passed by the Parliament of the Dominion of Canada respecting railways, railway bridges and tunnels, and street and electric railways, to which "The Railway Act", 1903, and amendments, is applicable, in whole or in part, from the year 1867 (Confederation) down to and including the year 1905.

The number of the chapter and the year in which each separate Act was passed is contained in the Index. The numbers that appear in brackets opposite to Acts referring to subsidies indicate the description of each subsidy under a corresponding number in the Report of the Department of Railways and Canals for the year ended June 30th, 1904, Part III. The Roman numbers refer to land subsidies in the Reports of previous years, Part III. The division of the Statutes into two volumes applies to the years following 1874, and the Special Acts passed since that year will be found in the second volume.

Subsidies have been granted to a number of railway companies that are incorporated under Acts of the different Provincial Legislatures; the titles of all such railways that have earned the whole or any portion of the subsidies granted by the Dominion Parliament, or to which subsidies have been voted, or which have entered into subsidy contract, are included in the Index. In addition to which, the title of each company so subsidized is followed (in brackets) by the year of its incorporation and the number of the chapter, only; no reference is made to subsequent legislation, if any, by the Provinces relating thereto.

Subsidies have also been voted towards the construction of railways between certain points without specifically naming any chartered company in the Acts; in such cases the subsidy may be granted to any company which, in the judgment of the Governor in Council, is competent to undertake and complete the work.

Following the titular name of each railway company, the Acts amending the Act incorporating such company are placed in chronological order, and these are followed by the subsidies, if any, granted to the company, also in sequence.

By my system of grouping, after the Special Acts, the subsidies granted to each company, ready reference can be made to them in the Annual Reports of the Department of Railways and Canals, by means of the numbers in brackets in each case, as already explained; the full text of each of such Acts being contained in the Reports from year to year.

In the reports of the Deputy Minister, published year by year, in the Annual Reports of the Department of Railways and Canals there are given detailed sketches, in alphabetical order, of the action taken in respect of the various railways actually subsidized under contract, and a complete statement of the amounts paid each year on subsidy account from the beginning of the system of railway subsidy.

The various statements relating to cash and other subsidies, location of railways, capitalization and statistics, are taken from the Railway Statistics of Canada for the year ended June 30th, 1904.

Reference is made to a number of Acts that, while not technically Railway Acts, have a bearing on matters connected with the operation, construction and sale of railways, namely:—The Manitoba Grain Act; the Expropriation Act; the Exchequer Court Act; the Companies Act; the Electric Telegraph Companies Act and others. Certain provisions of the two latter are frequently incorporated in and form part of Special Acts.

Many of the Special Acts in the Statutes have expired, or have become *effete* by non-user or other cause; but, as these are not in any case repealed by statutory enactment, no accurate information can be given in regard to them.

To find the names of the leased and allied lines of the various railway companies in Canada, (many of which have lost their identity) and the mileage of the railways in operation, see tables of "Location of Railways," taken from the Railway Statistics of Canada for the year ended June 30th, 1904.

In addition to what I have enumerated above, I have included some information relative to transportation by water routes and by canals, which may be of interest in connection with railway questions.

I have also given some tables of quantities of materials entering into railway construction, in a general way, but which may serve a useful purpose on occasions where such information may not be readily accessible, together with some condensed rules in respect of curvatures and grades and concrete construction.

A supplementary index of public and special Acts respecting Telegraph, Telephone and Cable Companies that have been incorporated in the years 1867 to 1905, inclusive, will be found on page 136.

Synopses of Orders in Council having the Force of Law, which have been published in *The Canada Gazette*, affecting railways, from the year 1867 to 1905, inclusive, will be found on page 140.

It will be obvious to any person having experience in this class of work that the greatest care must be exercised to produce accurate results. Although I have taken every precaution to guard against such a contingency, there may be errors, and I would esteem it a favour if patrons would call attention to any such that they may discover.

Economy in the construction, maintenance and operation of railways is a consideration to which the energies of the executive officers of all railways are now directed,—in these days of keen competition,—more than ever; and very properly and wisely so. But while many roads are increasing the weight of their rolling stock enormously, they are not increasing the weight of rails and strength of fastenings and stability of bridges in the same relative proportion.

The session of Parliament just closed (1905) has been noted for the volume and importance of the railway legislation enacted. Amongst others, authority has been granted for the purchase of the Canada Atlantic System by the Grand Trunk Railway Company; the sale of the Esquimalt & Nanaimo Railway to the Canadian Pacific Railway Company has been ratified, also the purchase by the Dominion Atlantic Railway of the Midland Railway Company, Limited. The Canadian Northern Railway has obtained power to amalgamate a number of railways the control of which has been held by Mackenzie, Mann and Company, Limited.

The era of railway construction in Canada will probably reach its climax within the next few years, when the various links comprising the Canadian Northern Railway System will be connected, thus completing a second through railway from the Atlantic to the Pacific coast, while the completion of the National Transcontinental Railway will soon follow. Immense areas of valuable timber, mineral and arable lands will, in consequence, become accessible for rapid development, all of which will add enormously to the wealth and prosperity of the Dominion as a whole.

J. E. W. C.



RAILWAY LEGISLATION  
OF THE  
DOMINION OF CANADA

1867-1905

REIGN.	CHAP.	A	YEAR	
48-49	88	ALBERTA AND ATHABASKA RAILWAY COMPANY, incorporated .....	1885	
50-51	78	Authority to issue land grant bonds, to be first lien on lands .....	1887	
52	65	Name changed to THE NORTH-WESTERN RAILWAY COMPANY OF CANADA, and extension of line authorized .....	1889	
50-51	23	(No. X.) Subsidy Act, land .....	1887	
1 Edw. VII	44	ALBERTA CENTRAL RAILWAY COMPANY, incorporated .....	1901	
3 Edw. VII	75	Time for construction extended .....	1903	
4-5 Edw. VII	51	Time for construction extended .....	1905	
	47	ALBERTA RAILWAY AND COAL COMPANY, incorporated .....	1884	
	52	50	Company again incorporated .....	1889
	53	85	Change of gauge authorized; certain Imperial Acts to apply if N.-W. Coal and Nav. Co.'s property purchased .....	1890
	54-55	77	Approving issue of debentures, and providing for issue of perpetual or redeemable stock .....	1891
	55-56	30	Providing for further extension of railway, and construction of irrigating works .....	1892
	56	38	Authority to sell or lease to C. P. Railway .....	1893
	58-59	45	Financial arrangements; issue of consolidated debenture stock and reduction of ordinary share capital .....	1895

ALBERTA RAILWAY AND COAL CO.—*Continued.*

REIGN.	CHAP.		YEAR
3 Edw. VII	76	" Power to amalgamate with St. Mary's River Railway Company .....	1903
1 Edw. VII	45	" Power to enter into agreement with Canadian Pacific or Calgary and Edmonton Railway Companies .....	1901
3 Edw. VII	76	" Power to amalgamate with the St. Mary's River Railway Company .....	1903
4 Edw. VII	43	" Providing for amalgamation with Alberta Railway and Irrigation Company .....	1904
	53	3 (No. XXV.) Subsidy Act, land .....	1890

See NORTH-WESTERN COAL AND NAVIGATION COMPANY.

Operated by CANADIAN PACIFIC RAILWAY.

4 Edw. VII	43	ALBERTA RAILWAY AND IRRIGATION COMPANY, incorporated, and providing for amalgamation therewith of the Alberta Railway and Coal Company, the Canadian North-West Irrigation Company and the St. Mary's River Railway Company .....	1904
4-5 Edw. VII	52	" May enter into agreement for purchase of Western Alberta Railway .....	1905

ALBERT RAILWAY COMPANY (of New Brunswick, 1868, Ch. 57)			
47	8	(No. 36) Subsidy Act .....	1884
49	10	(" 95) " in form of loan .....	1886
51	3	(" 148) " rails, at valuation .....	1888
52	3	(" 157) " revote of unpaid balance .....	1889

Now SALISBURY AND HARVEY RAILWAY.

4 Edw. VII	43	ALBERTA RAILWAY AND IRRIGATION COMPANY, incorporated .....	1904
57-58	61	ALBERTA SOUTHERN RAILWAY COMPANY, incorporated .....	1894
61	59	ALEXANDER GIBSON RAILWAY AND MANUFACTURING COMPANY, Authorizing sale of CANADA EASTERN RAILWAY to .....	1898

ALEXANDER GIBSON RAILWAY AND MANUFACTURING, Co.—*Continued.*

REIGN.	CHAP.		YEAR
4 Edw. VII	4	“ Act authorizing Government of Canada to purchase Canada Eastern Railway and to take possession of Fredericton and St. Mary's Railway Bridge... .	1904
Now part of CANADIAN GOVERNMENT RAILWAYS SYSTEM.			
62-63	50	ALGOMA CENTRAL RAILWAY COMPANY, incorporated.....	1899
63-64	49	“ Location of Railway defined.....	1900
1 Edw. VII	46	“ Power to enter into agreements with other railway companies; and name changed to “The ALGOMA CENTRAL AND HUDSON BAY RAILWAY COMPANY” .....	1901
2 Edw. VII	38	“ Bond issue increased from \$20,000. to \$30,000. per mile.....	1902
4-5 Edw. VII	53	“ Time extended for completion. Agreement with Algoma Commercial Company confirmed. Authorizing issue of 1st mortgage bonds, schedule B; agreement in schedule C. confirmed.	
62-63	7	(No.437) Subsidy Act .....	1905
63-64	8	(“ 479) “ additional .....	1899
1 Edw. VII	7	(“ 535) “ additional .....	1900
			1901
4-5 Edw. VII	54	ALGOMA COPPER RANGE RAILWAY COMPANY, incorporated.....	1905
AMHERSTBURG, LAKE SHORE AND BLENHEIM RAILWAY COMPANY, (Ont. 1889, Ch. 78). .....			
52	3	(No. 184) Subsidy Act .....	1889
51	73	ANNAPOLIS, ATLANTIC RAILWAY COMPANY, incorporated.....	1888
4-5 Edw. VII	56	ANTHRACITE COAL RAILWAY COMPANY, incorporated.. .	1905
1 Edw. VII	47	ARNPRIOR AND PONTIAC RAILWAY COMPANY, incorporated...	1901
62-63	51	ARTHABASKA RAILWAY COMPANY, incorporated .....	1899
63-64	8	(No. 510) Subsidy Act .....	1900

REIGN.	CHAP.		YEAR
	52	53 ASSINIBOIA, EDMONTON AND UNIONIGA RAILWAY COMPANY incorporated .....	1889
	51	92 ASSINIBOINE RIVER RAILWAY BRIDGES, Act to authorize construction of bridges by Province of Manitoba.....	1888
4-5 Edw. VII	57	ATHABASKA NORTHERN RAILWAY COMPANY, incorporated .....	1905
4-5 Edw. VII	58	ATHABASKA RAILWAY COMPANY, incorporated .....	1905
54-55	61	ATIKOKAN IRON RANGE RAILWAY COMPANY, incorporated.....	1891
60-61	35	" Charter revived and time extended for construction,.....	1897
	56	39 ATLANTIC AND LAKE SUPERIOR RAILWAY COMPANY, incorporated .....	1893
57-58	63	" Agreements with following railway companies confirmed; provisions as to issue of debenture and preferred stock..... Baie des Chaleurs Railway Co. Great Eastern " " Ottawa Valley " Montreal Bridge Company.	1894
1 Edw. VII	48	" Trustees for bondholders may construct and operate railway.....	1901
	62-63	7 (No. 429) Subsidy Act, additional.....	1899
	62-63	7 (No. 462) " .....	1899
1 Edw. VII	7	(" 524) " Caplin to Paspebiac.....	1901
	42	65 ATLANTIC AND NORTH-WEST RAILWAY COMPANY, incorporated .....	1879
	46	63 " Powers as to mortgage bonds, and issue of bonds for bridge across St. Lawrence River.....	1883
50-51	69	" Confirming lease of, to C. P. Railway, and running powers over same .....	1887
	52	71 " Time for completion extended; and as to line from Harvey to Salisbury or Moncton.....	1889
57-58	62	" Time extended for construction; and authority to lease to C. P. Railway .....	1894

ATLANTIC AND NORTH-WEST RAILWAY CO.—*Continued.*

REIGN.	CHAP.		YEAR
62-63	52	“ Time for completion extended for five years...	1899
4 Edw. VII	45	“ Time for construction further extended .....	1904
	47 8 (No. 20)	Subsidy Act.....	1884
48-49	58 (“ 63)	“ \$80,000 per annum for 20 years .....	1885

## Leased to CANADIAN PACIFIC RAILWAY.

ATLANTIC, QUEBEC AND WESTERN RAILWAY COMPANY, (Que. 1901, Ch. 63).			
3 Edw. VII	81	“ Confirming incorporation by Legislature of Quebec.....	1903
4 Edw. VII	46	“ Amending sub-section 2 of section 4 of Chapter 81 of 1903.....	1904
4-5 Edw. VII	59	“ Time for construction extended.....	1905
3 Edw. VII	57 (No. 595)	Subsidy Act.....	1903

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49	17	BAIE DES CHALEURS RAILWAY COMPANY, Act confirming agreements respecting subsidies granted, and fixing time for completion.....	1886
54-55	97	“ Incorporated under laws of Dominion; time extended for completion to Paspebiac and Gaspé Basin.....	1891
46	25 (No. 6)	Subsidy Act .....	1882
47	8 (“ 42)	“ in addition to previous .....	1884
52	3 (“ 158)	“ revote balance remaining unp'd.	1889

## See ATLANTIC AND LAKE SUPERIOR RAILWAY.

2 Edw. VII	39	BATTLEFORD AND LAKE LENORE RAILWAY COMPANY, incorporated .....	1902
4-5 Edw. VII	60	“ Line of railway described; time for construction extended.....	1905
50-51	97	BAY OF QUINTE BRIDGE COMPANY, incorporated .....	1887
52	87	“ Act authorizing Company to receive municipal or other aid....	1889

REIGN.	CHAP.		YEAR
	59	15 BAY OF QUINTE RAILWAY COMPANY .....	1896
63-64	50	" Authority to use electric and other motive power and to acquire patents, etc. Time for completion extended.....	1900
2 Edw. VII	40	" Confirming agreement with Rathbun Co.; increase of capital; extensions of railway.....	1902
4-5 Edw. VII	61	" Branch line authorized; Time for construction extended.....	1905
62-63	7 (No. 434)	Subsidy Act, in lieu of No. 273. ....	1899
62-63	7 (" 459)	" Additional .....	1899
3 Edw. VII	57 (" 581)	" Additional .....	1903
See BAY OF QUINTE RAILWAY AND NAVIGATION COMPANY.			
	44	46 BAY OF QUINTE RAILWAY AND NAVIGATION COMPANY, incorporated .....	1881
	59	15 " Act to provide for amalgamation with the KINGSTON, NAPANEE AND WESTERN RAILWAY COMPANY under name of BAY OF QUINTE RAILWAY COMPANY.....	1896
		BEAUHARNOIS JUNCTION RAILWAY COMPANY, (Que., 1873, Ch. 42) .....	
50-51	24 (No. 102)	Subsidy Act .....	1887
	56	2 (" 302) " revoke balance remaining unpaid ..	1893
Operated by ST. LAWRENCE AND ADIRONDACK RAILWAY and NEW YORK CENTRAL RAILROAD.			
62-63	53	BEDLINGTON AND NELSON RAILWAY COMPANY, (B. C. 1897, Ch. 47). Confirming incorporation by Province of British Columbia; authority to enter into an agreement with other companies. Schedule) .....	1899
		BEERSVILLE COAL AND RAILWAY COMPANY, (New Brunswick 1903, Ch. 94.) .....	
3 Edw. VII	57 (No. 604)	Subsidy Act .....	1903
51	68	BELLEVILLE AND LAKE NIPISSING RAILWAY COMPANY, incorporated .....	1888

BELLEVILLE AND LAKE NIPISSING RAILWAY CO.—*Continued.*

REIGN.	CHAP.		YEAR
	53	65 “ Time for construction extended; amount of bond issue increased, and may issue debenture stock .....	1890
55-56	31	“ Time extended for construction.....	1892
	53	2 (No. 200) Subsidy Act.....	1890
55-56	5	( “ 263) “ in lieu of above.....	1892
BELLEVILLE AND NORTH HASTINGS RAILWAY COMPANY, (Ont. 1874, Ch. 38) .....			
48-49	59	(No. 54) Subsidy Act.....	1885
	49	10 ( “ 93) “ in addition to above.....	1886
Operated by GRAND TRUNK RAILWAY.			
50-51	89	BERLIN AND CANADIAN PACIFIC JUNCTION RAILWAY COMPANY, incorporated.....	1887
	52	75 “ Time for construction extended, and authority granted to change route.....	1889
54-55	85	“ Acts 50-51 V. c. 89, and 52 V. c. 75, revived and time for construction extended.....	1891
3	Edw. VII	84 BERLIN, WATERLOO, WELLESLEY AND LAKE HURON RAILWAY COMPANY, incorporated .....	1903
4	Edw. VII	47 “ Line of railway described; power to enter into agreements with other companies, and to build or acquire hotels, etc.....	1904
4	Edw. VII	48 BESSEMER AND BARRY'S BAY RAILWAY COMPANY, incorporated .....	1904
BOSTON AND NOVA SCOTIA COAL AND RAILWAY COMPANY (1894, Ch. 4) .			
57-58	4 (No. 356)	Subsidy Act.....	1894
See INVERNESS AND RICHMOND RAILWAY.			
4	Edw. VII	49 BOUNDARY, KAMLOOPS AND CARI- BOO CENTRAL RAILWAY COMPANY, incorporated.....	1904
49	87	BOW RIVER COAL MINE RAILWAY AND TRANSPORTATION COMPANY, incorporated.....	1886

REIGN.	CHAP.	YEAR
57-58	64	BOYNTON BICYCLE ELECTRIC RAILWAY COMPANY, incorporated .....
		1894
		BRACEBRIDGE AND BAYSVILLE RAILWAY COMPANY, (Ont. 1892, Ch. 5.) .....
55-56	2	(No. 285) Subsidy Act.....
57-58	4	( " 315) " in lieu of above.....
		BRACEBRIDGE AND TRADING LAKE RAILWAY COMPANY, (Ont. 1891 1900, Ch. 100, 85.)
63-64	8	(No. 482) Subsidy Act.....
4 Edw. VII	34	( " 627) " in lieu of 482.....
		BRANDON AND SOUTH-WESTERN RAILWAY COMPANY, incorporated .....
57-58	65	" Charter revived and amended .....
59	16	" Time for construction extended.....
61	55	" Time for construction extended.....
62-63	54	" Head office to be at Brandon; authority to extend railway to boundary of Manitoba.....
63-64	51	" Line of railway to be extended; bond issue limited, and time for completion of railway extended .....
53	4	(No. XIX.) Subsidy Act, land.....
57-58	6	( " XXXII.) " " .....
3 Edw. VII	86	BRANDON, SASKATCHEWAN AND HUDSON'S BAY RAILWAY COMPANY, incorporated.....
4-5 Edw. VII	62	" Time for construction extended, additional lines authorized...
4 Edw. VII	50	BRANTFORD AND HAMILTON RAILWAY COMPANY, incorporated .....
48-49	20	BRANTFORD, WATERLOO AND LAKE ERIE RAILWAY COMPANY, incorporated.....
50-51	64	" May receive municipal aid; authority to issue bonds and execute mortgages to secure; and authority to enter into an agreement with certain railways .....
		1885
		1887

BRANTFORD, WATERLOO AND LAKE ERIE RAILWAY CO.—*Continued.*

REIGN.	CHAP.		YEAR	
	51	62	“ Confirming agreement with City of Brantford; authority to grant running powers to C. S. Railway.....	1888
	53	50	“ Bond issue limited; authority granted to change route.....	1890
50-51	24	(No. 104)	Subsidy Act.....	1887
57-58	4	( “ 318)	“ revote balance remaining unpaid....	1894

## Now TORONTO, HAMILTON AND BUFFALO RAILWAY.

4-5	Edw. VII	63	BRANTFORD AND WOODSTOCK RAILWAY COMPANY, incorporated .....	1905
54-55	64	BRIGHTON, WARKWORTH AND NORWOOD RAILWAY COMPANY, incorporated .....	1891	
63-64	89	BRITISH AMERICAN PULP AND PAPER COMPANY, incorporated .....	1900	
43	27	BRITISH COLUMBIA, management of railway lands in Province of.....	1880	
49	15	<i>and</i> ESQUIMALT AND NANAIMO RAILWAY .....	1886	
60-61	36	BRITISH COLUMBIA SOUTHERN RAILWAY COMPANY, (1893 Ch. 36 and 47.) .....		
	61	“ Act for extension of line; limiting bond issue, and authorizing lease to C. P. Railway.....	1897	
62-63	55	“ Lease to Canadian Pacific Railway confirmed .....	1898	
63-64	52	“ Time extended for completion of eastern section.....	1899	
1	Edw. VII	49	“ Time extended for completion of western section.....	1900
4	Edw. VII	52	“ Time for construction further extended .....	1901
				1904
		Leased to CANADIAN PACIFIC RAILWAY.		
60-61	89	BRITISH YUKON MINING, TRADING AND TRANSPORTATION COMPANY, incorporated .....	1897	

BRITISH YUKON MINING, TRADING AND TRANSPORTATION CO.—*Continued.*

REIGN.	CHAP.		YEAR
63-64	53	" Name changed to "The British Yukon Railway Company"; Acts of Company confirmed, and authority given to convey or lease railway to British Columbia Railway Company.....	1900
1 Edw. VII	50	" Extension of railway authorized, and time for construction extended ... ..	1901
63-64	53	BRITISH YUKON RAILWAY COMPANY (The.) See BRITISH YUKON MINING, TRADING, AND TRANSPORTATION COMPANY.....	1900
Owned by WHITE PASS AND YUKON ROUTE. Imperial Charter.			
49	91	BROCKVILLE AND NEW YORK BRIDGE COMPANY, incorporated .....	1886
55-56	64	" Act to revive charter, and time for building bridge extended.....	1892
57-58	89	" Act incorporating again revived and amended.....	1894
61	94	" Amalgamation with BROCKVILLE AND ST. LAWRENCE BRIDGE COMPANY confirmed, and time for completion extended.....	1898
37	69	BROCKVILLE AND OTTAWA RAILWAY COMPANY, (1853, Ch. 106.) Act respecting preferential mortgage debentures .....	1874
41	36	" Act amended, amalgamation provided for.....	1878
See CANADA CENTRAL RAILWAY COMPANY, AND CANADIAN PACIFIC RAILWAY COMPANY.			
61	94	BROCKVILLE AND ST. LAWRENCE BRIDGE COMPANY.....	1898
See BROCKVILLE AND NEW YORK BRIDGE COMPANY.			
3 Edw. VII	88	BROCKVILLE, WESTPORT AND NORTH-WESTERN RAILWAY COMPANY, incorporated .....	1903
4-5 Edw. VII	64	" Time for construction extended.....	1905

REIGN.	CHAP.		YEAR
BROCKVILLE, WESTPORT AND SAULT STE. MARIE RAILWAY COMPANY, (1884, Ch. 63.)			
48-49	59	(No. 48)	Subsidy Act.....
52	3	(" 181)	".....
53	2	(" 193)	revote balance re- maining unpaid....
54-55	8	(" 240)	" in lieu of Subsidy, 52 V. c. 3.....
55-56	5	(" 267)	" revote balance re- maining unpaid....
57-58	4	(" 316)	" revote balances re- maining unpaid....
BRUCE MINES AND ALGOMA RAIL- WAY COMPANY, (Ont. 1899 Ch. 93)			
1 Edw. VII	7	(No. 539)	Subsidy Act.....
3 Edw. VII	57	(" 582)	" extension north....
4 Edw. VII	34	(" 628)	" in lieu of 582.....
55-56	32	BUCKINGHAM AND LIEVRE RIVER RAILWAY COMPANY, in- corporated .....	
BUCTOUCHE AND MONCTON RAIL- WAY COMPANY, N.B. 1883, Ch. 78.)			
49	10	(No. 65)	Subsidy Act.....
50-51	24	(" 101)	".....
55-56	5	(" 248)	revote balance re- maining unpaid....
51	101	BUFFALO, CHIPPAWA AND NIAGARA FALLS STEAMBOAT AND TRAMWAY COMPANY, in- corporated .....	
54-55	65	BUFFALO AND FORT ERIE BRIDGE COMPANY, incorporated.....	
56	64	"	Power to tunnel under Niagara River, and time for construc- tion extended.....
58-59	70	"	Time for construction again ex- tended, and location of bridge changed .....
62-63	97	"	Time for construction further ex- tended; change of location; name changed to "THE WEL- LAND AND GRAND IS- LAND BRIDGE COMPANY" .....
			1899

REIGN.	CHAP.	YEAR	
54-55	59	BUFFALO LAKE AND BATTLEFORD RAILWAY, COAL AND IRON COMPANY, incorporated .....	1891
33	49	BUFFALO AND LAKE HURON RAILWAY and GRAND TRUNK COMPANY'S agreement of 1870 confirmed.....	1870
36	84	" Arrangement respecting debt.....	1873
63-64	54	BUFFALO RAILWAY COMPANY, incorporated. Power to acquire certain franchises in Canada .....	1900
2 Edw. VII	43	" Name of INTERNATIONAL RAILWAY substituted for above, and rights and powers saved .....	1902
54-55	57	BURRARD INLET AND WESTMINSTER VALLEY RAILWAY COMPANY, incorporated.....	1891
55-56	65	BURRARD INLET TUNNEL AND BRIDGE COMPANY, incorporated .. . . . .	1892

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45	75	CALAIS AND ST. STEPHEN BRIDGE CO., incorporated. ....	1882
52	51	CALGARY, ALBERTA AND MONTANA RAILWAY CO., incorporated	1889
4-5 Edw. VII	65	CALGARY AND BATTLEFORD RAILWAY CO., incorporated.. ....	1905
53	84	CALGARY AND EDMONTON RAILWAY CO., incorporated.. ....	1890
61	57	" Authority to construct Railway to connect with Crow's Nest Line. ....	1898
4-5 Edw. VII	66	Bond issue authorized, also construction of branch lines. May issue bonds for branches and bridge, and time for completion of lines extended.....	1905
53	5 (No. 230)	Subsidy Act, \$80,000 annually for 20 years.....	1890
53	4 (" XXI.)	" land.....	1890
		Operated by CANADIAN PACIFIC RAILWAY.	

REIGN.	CHAP.		YEAR
4-5 Edw. VII	67	CALGARY, RED DEER AND BATTLE-FORD RAILWAY CO., incorporated.....	1905
56	40	CALGARY STREET RAILWAY CO., incorporated.....	1893
4 Edw. VII	54	CAMPBELLFORD, LAKE ONTARIO AND WESTERN RAILWAY CO., incorporated.....	1904
42	57	CANADA ATLANTIC RAILWAY CO., incorporation and amalgamation with Coteau and Province Line Railway and Bridge Co., and Montreal and City of Ottawa Junction Railway Co.	1879
49	72	" Amending incorporation; authorizing issue of bonds and time for completion extended.	1886
50-51	67	" Division into sections; and running powers over bridges.....	1887
55-56	33	" Authorizing establishment of telegraph and telephone lines, and time for completion of railway extended.....	1892
60-61	37	" Extension of line authorized and issue of bonds thereon; time extended for completion of railway and bridge across Richelieu River.....	1897
61	58	" Power to extend Railway to International boundary and to Montreal. Bond issue limited.	1898
62-63	81	" Authorizing amalgamation of Ottawa, Arnprior & Parry Sound Railway with, under name of Canada Atlantic Railway, (Schedule).....	1899
3 Edw. VII	90	" Power to extend line to Sault Ste. Marie, and to increase capital.....	1903
4-5 Edw. VII	50	" Authority to issue securities subject to existing bonds; rights of bondholders preserved.....	1905
47	6 (No. 60)	Subsidy Act.....	1884
49	10 (" 80)	" .....	1886
50-51	24 (" 132)	" for bridge at Coteau.	1887

Now part of GRAND TRUNK RAILWAY SYSTEM.

REIGN.	CHAP.	CANADA	CENTRAL RAILWAY CO., (1855, c. 181), time for completion extended; author- ity to amalgamate with a certain other company, and power to reduce gauge.....	YEAR
33	52			1870
35	68	"	Change of line authorized; and power to unite with other lines in constructing portions.	1872
38	67	"	Time for completion extended, and power to issue preferen- tial bonds.....	1875
41	36	"	Amalgamation with Brockville and Ottawa Railway.....	1878
43	52	"	Extension of time; railway di- vided into sections; power to issue mortgage bonds and pre- ference stock.....	1880
43	16	"	And Dominion Government agreement.....	1880

Now CANADIAN PACIFIC RAILWAY.

2	Edw. VII	45	CANADA CENTRAL RAILWAY COMPANY, incorporated.....	1902
3	Edw. VII	91	“ Line of railway described.....	1903
4-5	Edw. VII	68	“ Time for construction extended	1905
36	90	CANADA AND DETROIT RIVER BRIDGE CO., incorporated..		1873
36	91	“ Repealing section 33, respecting legislation by State of Michigan .....		1873
39	50	“ Corporate existence of Company extended.....		1876
42	64	“ Power to construct tunnel and time for construction and completion extended .....		1879
53	74	CANADA EASTERN RAILWAY CO., name changed from NORTHERN AND WESTERN RAILWAY OF NEW BRUNSWICK.....		1890
61	59	“ Authority to convey railway to the ALEXANDER GIBSON RAILWAY AND MANUFACTURING COMPANY....		1898

REIGN.	CHAP.		YEAR
2 Edw. VII	46	" Company incorporated.....	1902
4 Edw. VII	4	" Act authorizing Government of Canada to purchase Canada Eastern Railway and to take possession of Fredericton & St. Mary's Railway Bridge	
57-58	4 (No. 350)	Subsidy Act, Chatham to Blackbrook.....	1904
57-58	4 (No. 370)	Subsidy Act, extension to connect with C. P. R.....	1894
62-63	7 (No. 458)	Subsidy Act, additional.....	1899
Now part of CANADIAN GOVERNMENT RAILWAYS SYSTEM.			

51	93	CANADA AND MICHIGAN TUNNEL CO., incorporated.....	1888
54-55	103	" Time extended for commencement and completion.....	1891
57-58	101	" Time for commencement and completion again extended.	1894
58-59	71	" Name changed to CANADA AND MICHIGAN BRIDGE AND TUNNEL CO.....	1895
59	42	" Authorizing construction of bridge across Detroit River	1896
63-64	90	" Time for completion extended	1900
2 Edw. VII	44	" Time for commencement and completion extended.....	1902
4-5 Edw. VII	69	" Time for commencement and completion again extended	1905

Amalgamated with DETROIT RIVER RAILWAY, BRIDGE AND TUNNEL CO.

1 Edw. VII	51	CANADA NATIONAL RAILWAY AND TRANSPORT CO., incorporated.....	1901
3 Edw. VII	92	" Powers of construction revived	1903

35	88	CANADA AND NEW YORK BRIDGE AND TUNNEL CO., incorporated.....	1872
37	67	" Act extending time for construction.....	1874

35	73	CANADA PACIFIC RAILWAY, incorporated.....	1872
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See CANADIAN PACIFIC RAILWAY.

REIGN.	CHAP.		YEAR
37	68	CANADA SOUTHERN RAILWAY CO., confirming incorporation by Legislature of Ontario, 31 V. c. 14.....	1874
38	66	" Power to acquire Erie and Niagara Railway; time for completion extended.....	1875
41	27	" Act to confirm scheme of arrangement and bonding powers.....	1878
45	68	" As to construction of original and branch lines, Acts revived and confirmed; time for completion extended, and agreement with Leamington and St. Clair Railway authorized.....	1882
48-49	15	" And Erie and Niagara Railway, extending time for commencing and completing.....	1885
51	60	" Confirming agreement with London and South-Eastern Railway.....	1888
51	61	" Extending time for construction of Erie and Niagara Railway.....	1888
51	59	" Confirming agreement with Grand Trunk and London and Port Stanley Railways.....	1888
55-56	34	" Extending time for construction of Erie and Niagara Railway.....	1892
57-58	66	" Confirming agreement with Michigan Central Railroad for operation of railway.....	1894
58-59	46	" Time for construction again extended, Erie and Niagara Railway; power to lease Leamington and St. Clair Railway granted.....	1895
60-61	38	" Agreement with Lake Erie and Detroit River Railway, the Michigan Central Railroad and the London and South-Eastern Railway confirmed; time for completion of branches extended.....	1897
62-63	56	" Time for construction of line and branches of railway and line and branches of Erie and Niagara Railway extended.....	1899
3 Edw. VII	47	" Time for completion of line and branches extended.....	1902

## CANADA SOUTHERN RAILWAY CO.—Continued.

REIGN.	CHAP.		YEAR
4 Edw. VII	55	“ Agreement with Pere Marquette R. R. Co., confirmed, (Schedules A. & B.) and amalgamation with Leamington & St. Clair Railway and Sarnia, Chatham and Erie Railway	1904
4-5 Edw. VII	71	“ Time for construction of railways extended; power to guarantee securities and own stock of other companies.....	1905
		Leased to MICHIGAN CENTRAL RAILROAD.	
	40 63	CANADA SOUTHERN BRIDGE CO., incorporating The Detroit River Railway Bridge and Tunnel Company and The Detroit River Railroad and Bridge Company, under name of; and authorizing construction of tunnel.....	1877
	45 87	“ Time for construction of tunnel extended.....	1882
	49 90	“ Time for completion of tunnel extended .....	1886
	53 91	“ Time for completion of tunnel extended for ten years.....	1890
	63-64 91	“ Power to construct bridge over Detroit River, and time for completion extended.....	1900
4-5 Edw. VII	70	“ Time for completion of undertaking extended.....	1905
		See DETROIT RIVER RAILWAY, BRIDGE AND TUNNEL CO.	
		CANADIAN BRIDGE COMPANY.	
3 Edw. VII	57	(Sec. 3, No. 3) Subsidy Act; bridge over St. Francis River for South Shore Railway.....	1903
3 Edw. VII	57	(Sec. 3, No. 2) Subsidy Act; towards bridge over St. Francis River	1903
62-63	57	CANADIAN (The) NORTHERN RAILWAY COMPANY, incorporated; and confirming amalgamation between Winnipeg Great Northern Railway and Lake Manitoba Railway under above name; limitation of bond issue; prohibiting amalgamation with Canadian Pacific Railway. (Schedules).....	1899

## CANADIAN NORTHERN RAILWAY CO.—Continued.

REIGN.	CHAP.		YEAR
1 Edw. VII	52	" Agreements in schedules confirmed, re Rainy River bridge and Minnesota and Manitoba Railway Company	1901
1 Edw. VII	53	" Power to lease the Northern Pacific and Manitoba Railway, the Winnipeg Railway Transfer Company, Limited, and the Waskada and North-eastern Railway, and agreements confirmed. Schedules A. and B.....	1901
1 Edw. VII	73	" Amalgamation of last named railways under name of the Manitoba Railway Company	1901
2 Edw. VII	50	" Authorized lines of railway described; time for construction limited; bonding powers; agreement with Morden and North-Western Railway Company.....	1902
3 Edw. VII	7	" Special subsidy from Grand View to Edmonton and Prince Albert Branch.....	1903
3 Edw. VII	97	" Power to construct lines of railway described, and to enter into agreement with Western Extension Railway.....	1903
4 Edw. VII	60	" Consolidation and guarantee of bond issue; power to amalgamate with Northern Extension Railway and James Bay Railway.....	1904
4-5 Edw. VII	72	" Lines of railway described; limit of bond issue. Authority to acquire companies named by lease or purchase.....	1905
62-63	7 (No. 446)	Subsidy Act.....	1899
63-64	8 (" 493)	" additional .....	1900
35	71	CANADIAN PACIFIC RAILWAY CO., incorporated.....	1872
35	73	" See Canada Pacific Railway..	1872
37	14	" Act to authorize construction of Agreement with St. Paul and Pacific Railway, construction of branch line to connect with	1874
42	13	" Authorizing expenditure of \$1,000,000 for branch line to Winnipeg.....	1879
42	14	"	1879

CANADIAN PACIFIC RAILWAY Co.—*Continued.*

REIGN.	CHAP.		YEAR
44	1	" Charter granted and agreement for construction of Railway to Pacific Coast.....	1881
44	12	" Act to provide for allowance of drawback, etc.....	1881
45	7	" Act to provide for allowance of drawback, etc.....	1882
45	53	" Yellow Head Pass, may dispense from using.....	1882
46	55	" Agreement for lease of Credit Valley, Ontario and Quebec, and Atlantic and North-West Railways.....	1883
47	1	" Advancing loan of \$7,500,000, and conversion and hypothecation of securities.....	1884
48-49	23	" Incorporating C. P. R. Employees' Relief Association.....	1885
48-49	57	" Authorizing issue of \$35,000,000 of bonds, and to provide for completion and operation of railway .....	1885
50-51	56	" Authorizing lease of Atlantic and North-West Railway and agreement with; power to sell Aylmer branch to P. P. J. Railway, and to issue mortgage bonds on certain branch lines.....	1887
50-51	69	" Confirming lease of Atlantic and North-West Railway, and running powers over same....	1887
51	32	" Agreement respecting bonds,etc.	1888
51	51	" Act respecting bonds on branch lines.....	1888
52	69	" Consolidation of obligations; issue of debenture stock of railway; also as respects Atlantic and North-West and North Shore Railways.....	1889
52	73	" Act authorizing use of Steam vessels.....	1889
53	47	" Amending Act of 1889, power to issue further bonds on steamships.....	1890
53	67	" Agreement with Montreal and Western Railway.. . . . .	1890

CANADIAN PACIFIC RAILWAY CO.—*Continued.*

REIGN.	CHAP.		YEAR
53	69	" Act to facilitate sale of Aylmer Branch to Pontiac, Pacific Junction Railway.....	1890
53	82	" Agreement with Qu'Appelle, Long Lake and Saskatchewan Railway and Steamboat Co.	1890
54-55	11	" Act respecting North Shore section of.....	1891
54-55	71	" Power to acquire bonds of Columbia and Kootenay Railway and Navigation Co., Manitoba and South-Western Colonization Co., Lake Temiscamingue Colonization Railway, Calgary and Edmonton Railway Co., the Souris Branch and as to construction of Saskatoon and Saskatchewan Railway.....	1891
54-55	70	" Authority to acquire railway of any company empowered to sell.....	1891
54-55	73	" Agreement with Guelph Junction Railway confirmed.....	1891
54-55	74	" Agreement with New Brunswick Railway confirmed.....	1891
54-55	72	" Agreement with Shuswap and Okanagan Railway confirmed.....	1891
55-56	35	" Power to issue ordinary stock in lieu of debenture stock, and to increase capital stock.....	1892
55-56	60	" Agreement with Tobique Valley Railway confirmed .....	1892
56	41	" Power to issue preferred stock revived; conversion of stock into amounts of sterling money .....	1893
56	48	" And Grand Trunk Railway and City of Toronto, agreement between.....	1893
57-58	7	" Act respecting land subsidy of	1894
60	6	" Act confirming agreement with Grand Trunk Railway, re Hamilton Junction.....	1896
60-61	39	" Agreement with Hull Electric Co. for lease of Aylmer Branch line.....	1897
61	12	" As to payments on subsidy account towards construction of Crow's Nest Pass Railway	1898

CANADIAN PACIFIC RAILWAY CO.—*Continued.*

REIGN.	CHAP.		YEAR
	61 56	" Confirming lease of British Columbia Southern Railway.....	1898
	61 60	" Power to construct Railway from point on Minnehaha Lake and Upper Manitou Lake; also to a point on Manitou Sound, an arm of Rainy Lake; bonding powers	1898
	61 84	" Agreement with St. Stephen and Milltown Railway confirmed.....	1898
62-63	58	" Authorizing construction of branch line from near Stonewall branch to Lake Winnipeg; also a branch from at or near Reston to a point in Moose Mountain district.....	1899
62-63	59	" Confirming agreement with Hull Electric Railway Co., (Schedule) .... .....	1899
63-64	55	" Power to construct and acquire other railways. Time for construction limited.....	1900
1 Edw. VII	54	" Power to construct or acquire a railway from Stonewall or Teulon in a direction northwest; may issue bonds thereon	1901
2 Edw. VII	4	" Act to amend the provision with regard to tolls of Chap. 1 of 1881. Authorizing increase of capital stock for acquiring rolling stock and other purposes.....	1902
2 Edw. VII	52	" Line of railway to Grand Mere authorized and time for construction limited; issue of bonds and debenture stock, and powers of a general commercial character granted.. ..	1902
3 Edw. VII	98	" Power to issue consolidated debenture stock in lieu of bonds.....	1903
4 Edw. VII	62	" Time extended for construction of railway from New Westminster to Vancouver, and from Piles Junction to Grand Mere.... .....	1904

CANADIAN PACIFIC RAILWAY CO.—*Continued.*

REIGN.	CHAP.		YEAR
4 Edw. VII	63	" Power to construct railway from Weyburn to point on Pipestone Branch, and to issue bonds thereon.....	1904
4-5 Edw. VII	73	" Time for construction of certain lines extended.....	1905
	47	8 (No. 18) Subsidy Act, see Quebec Government .....	1884
	47	8 (No. 19) Subsidy Act, see Quebec Government .....	1884
	47	8 (No. 20) Subsidy Act, Montreal, St. John and Halifax.....	1884
	47	8 (No. 23) Subsidy Act, St. Martin's Junction to Quebec.....	1884
48-49	58	(No. 63) Subsidy Act, Montreal to Halifax	1885
48-49	58	(No. 64) Subsidy Act, St. Martin's Junction to Quebec .....	1885
	49	10 (No. 92) Subsidy Act, Renfrew to Eganville.....	1886
	53	4 (No. XVII) Subsidy Act, land, from Glenboro, westerly .....	1890
	53	4 (No. XVIII) Subsidy Act, land, from Brandon, south-westerly.....	1890
	53	2 (No. 209) Subsidy Act, International Railway.....	1890
54-55	10	(No. XXIX) Subsidy Act, land, from Brandon south-west.....	1891
55-56	5	(No. 243) Subsidy Act, Revelstoke to Arrow Lake.....	1892
57-58	6	(No. XXXI) Subsidy Act, land, from Souris to Pipestone Valley, Manitoba.....	1894
60-61	5	Subsidy Act, Crow's Nest Pass Railway....	1897
62-63	7	(No. 447) Subsidy Act, Antler Station to Moose Mountain.....	1899
63-64	8	(No. 487) Subsidy Act, Dymont to New Klondike.....	1900
1 Edw. VII	7	( " 541) " Stonewall Branch	1900
3 Edw. VII	57	( " 571) " in lieu of 541.....	1901
3 Edw. VII	57	( " 616) " Pheasant Hills....	1903
3 Edw. VII	57	( " 617) " coal fields.....	1903
4 Edw. VII	45	( " 630) " branch line.....	1904
38	73	CANADIAN WESTERN PACIFIC RAILWAY CO., incorporated.....	1875

REIGN.	CHAP.		YEAR
3 Edw. VII	102	CANADIAN YUKON WESTERN RAILWAY CO., incorporated.....	1903
4-5 Edw. VII	76	“ As to issue of preference stock; time for completion extended.....	1905
55-56	36	CANSO AND LOUISBURG RAILWAY CO., incorporated.....	1892
		CAP DE LA MAGDELEINE RAILWAY CO., (Que., 1895, Ch. 63). .....	
57-58	4	(No. 369) Subsidy Act .....	1894
		Leased to CANADIAN PACIFIC RAILWAY.	
		CAPE BRETON RAILWAY COMPANY, LIMITED, (N.S., 1895, Ch. 110). .....	
3 Edw. VII	57	(No. 609) Subsidy Act.....	1903
		CAPE BRETON EXTENSION RAILWAY CO. (N.S., 1895, p. 362). (110). .....	
57-58	4	(No. 366) Subsidy Act.....	1894
62-63	7	(No. 420) Subsidy Act, in lieu of No. 366	1899
		CAP ROUGE AND ST. LAWRENCE RAILWAY CO. (Que., 1886, Ch. 78). .....	
49	10	(No. 83) Subsidy Act.....	1886
52	3	( “ 152) “ .....	1889
		CARAQUET RAILWAY CO. (N. B., 1874, Ch. 76). .....	
46	25	(No. 7) Subsidy Act.....	1883
47	8	( “ 41) “ .....	1884
49	10	( “ 68) “ .....	1886
50-51	24	( “ 116) “ in lieu of No. 68 .....	1887
3 Edw. VII	103	CARDIFF RAILWAY CO., incorporated .....	1903
57-58	67	CARIBOO RAILWAY CO., incorporated	1894
		CARILLON AND GRENVILLE RAILWAY CO. (Que., 3-4 Vic. Ch. 46). .....	
50-51	24	(No. 120) Subsidy Act.....	1887
55-56	5	( “ 289) “ in lieu of No. 120 .....	1892
57-58	4	( “ 327) “ in lieu of No. 289 .....	1894
54-55	15	CARLETON, CITY OF ST. JOHN BRANCH RAILROAD, agreement with Government for sale of to City of St. John .....	1893
		CARS (DISTRIBUTION OF).	
3 Edw. VII	33	See Manitoba Grain Act, 1900.....	1901
	51	83 CENTRAL RAILWAY CO. OF NEW BRUNSWICK, (1874, Ch. 94), Mortgage to Central Trust Company of New York, confirmed.....	1888

CENTRAL RAILWAY CO. OF NEW BRUNSWICK.—*Continued.*

REIGN.	CHAP.		YEAR
	47	8 (No. 40) Subsidy Act.....	1884
	51	3 (" 143) " rails at valuation.....	1888
	52	3 (" 156) " revote ..... ....	1889
	53	2 (" 205) " additional.....	1890
	57-58	4 (" 353) " ..... ....	1894
	57-58	4 (" 367) " ..... ....	1894
	60-61	4 (" 382) " in lieu of 353 .....	1897
1 Edw. VII	7 (" 522)	" " in lieu of 382.....	1901

See ST. MARTINS AND UPHAM RAILWAY, 50-51 V. c. 75.

Now HAMPTON AND ST. MARTINS RAILWAY.

35	77	CENTRAL RAILWAY CO. OF MANITOBA, incorporated. ....	1872
4-5 Edw. VII	79	CENTRAL (THE) RAILWAY CO. OF CANADA, name of Ottawa River Railway Co. changed to	1905
52	80	CENTRAL COUNTIES RAILWAY CO., name of PRESCOTT COUNTY RAILWAY CO. changed to.....	1889
54-55	89	" Division of railway into sections; and authorizing issue of bonds	1891
56	42	" Time for construction of bridge, railway and branches extended .....	1893
60-61	40	" Power to construct branch line, acquire lands and use electric plant .....	1897
62-63	60	" Authorizing construction of line from Hawkesbury to South Indian issue of bonds limited	1899
2 Edw. VII	53	" Power to issue bonds; time for construction limited.....	1902
4-5 Edw. VII	78	" Limit of bond issue; increase of capital. Authorizing agreements with other companies named; other powers of a general commercial character granted.....	1905
62-63	7 (No. 436)	Subsidy Act.....	1899
3 Edw. VII	57 (" 574)	" in lieu of 436.....	1903

Leased to CANADA ATLANTIC RAILWAY.

REIGN.	CHAP.		YEAR
	47 60	CENTRAL ONTARIO RAILWAY CO., (1873, Ch. 73), authority to extend line to connect with C. P. R., and to issue mort- gage bonds.....	1884
	49 71	" Power to increase capital stock and to issue preferred shares	1886
	51 76	" Authority to increase bonding powers, and to change point of junction with C. P. R.....	1888
	53 52	" As to issue of mortgage bonds and application of.....	1890
48-49	59 (No. 53)	Subsidy Act.....	1884
	56 2 (" 299)	" in lieu of No. 53	1893
	62-63 7 (" 415)	" in lieu of No. 299	1899
	63-64 8 (" 480)	" additional.....	1900
1 Edw. VII	7 (" 531)	" .....	1901
3 Edw. VII	57 (" 547)	" in lieu of 480 and 531.....	1903
63-64	56	CENTRAL VERMONT RAILWAY CO., (U.S.) incorporated; power to acquire other railways, and as to liabilities of Montreal and Province Line Railway.....	1900
		STANSTEAD, SHEFFORD & CHAM- BLY RAILWAY and MON- TREAL & PROVINCE LINE RAILWAY operated by.	
	61 79	CHATEAUGUAY AND NORTHERN RAILWAY CO., (Que., 1895, Ch. 64,) confirming sale of MONTREAL BELT LINE RAILWAY to.....	1898
	63-64 8 (No. 507)	Subsidy Act.....	1900
	63-64 8 (" 508)	" towards bridge.....	1900
	63-64 8 (" 509)	" .....	1900
3 Edw. VII	57 (" 599)	" to Rawdon.....	1903
3 Edw. VII	57 (" 626)	" bridge, Bout de L'Ile.....	1903
4 Edw. VII	34 (" 631)	" in lieu of 507.....	1904
4 Edw. VII	34 (" 633)	" in lieu of 585.....	1904
4 Edw. VII	34 (" 638)	" bridge, Bout de L'Ile.....	1904

Leased to GREAT NORTHERN RAILWAY.

REIGN.	CHAP.		YEAR
51	72	CHATHAM RAILWAY CO., incorporated	1888
51	3	(No. 149) Subsidy Act, rails, Chatham Branch Railway.....	1888
		See CANADA EASTERN RAILWAY.	
3 Edw. VII	105	CHATHAM, WALLACEBURG AND LAKE ERIE RAILWAY CO., incorporated.....	1903
54-55	62	CHATSWORTH, GEORGIAN BAY AND LAKE HURON RAILWAY CO., incorporated.....	1891
4 Edw. VII	67	CHICOUTIMI AND NORTHEASTERN RAILWAY CO., incorporated	1904
45	76	CHIGNECTO MARINE TRANSPORT RAILWAY CO., incorporated	1882
45	55	" Act granting annual subsidy to for 25 years.....	1882
46	60	" Limiting capital stock; issue of mortgage bonds.....	1883
49	18	" Act to amend Subsidy Act, 45 V. c. 55.....	1886
51	4	" Act respecting granting of subsidy.....	1888
54-55	12	" Revote of special subsidy to....	1891
55-56	37	" Authorizing new issue of first mortgage bonds.....	1892
56	43	CHILLIWACK RAILWAY CO., (B. C. 1891, c. 55), declaring to be under jurisdiction of Canada; limiting issue of bonds, and power to lease to C. P. R.....	1893
51	74	CHINOOK BELT AND PEACE RIVER RAILWAY CO., incorporated	1888
56	44	CLEVELAND, PORT STANLEY AND LONDON TRANSPORTATION AND RAILWAY CO., incorporated.....	1893
31	82	CLIFTON SUSPENSION BRIDGE CO., incorporated.....	1868
32-33	66	" Power to increase capital.....	1869
39	49	" Amending 4th section of Act incorporating.....	1876
57-58	97	" General powers; agreement with Commissioners of Queen Victoria Niagara Falls Park; and location of bridge.....	1894
58-59	72	" Time for construction of bridge extended.....	1895

REIGN.	CHAP.		YEAR
		COAST RAILWAY CO. OF NOVA SCOTIA. (1893, Ch. 154).	
60-61	4	(No. 403) Subsidy Act.....	1897
3 Edw. VII	108	COAST YUKON RAILWAY COMPANY, incorporated.....	1903
50-51	87	COBOURG, BLAIRTON AND MARMORA RAILWAY CO., incorporated.....	1887
		Operated by GRAND TRUNK RAILWAY.	
52	62	COBOURG, NORTHUMBERLAND AND PACIFIC RAILWAY CO., incorporated.....	1889
54-55	90	" Charter revived and amended	1891
55-56	38	" Time for construction of extended; and limiting amount of bond issue.....	1892
57-58	68	" Time for construction of again extended.....	1894
62-63	61	" Time for construction further extended; issue of stock and debentures confirmed.....	1899
53	2	(No. 201) Subsidy Act.....	1890
55-56	5	( " 249) " in addition to No. 201.....	1892
55-56	5	(No. 275) Subsidy Act in lieu of No. 201	1892
60-61	4	( " 378) " in lieu of No. 275	1897
51	70	COLLINGWOOD AND BAY OF QUINTE RAILWAY CO., incorporated.....	1888
54-55	84	" Time for construction extended	1891
53	87	COLUMBIA AND KOOTENAY RAILWAY CO., (1889, c. 21 and 35), declaring subject to legislative authority of Canada; power to lease to C.P.R.	
56	45	" Extension of railway and branch lines authorized.....	1890
60-61	41	" Extension of railway and time limited for construction thereof.....	1893
1 Edw. VII	55	" Time for construction extended	1897
	53	2 (No. 222) Subsidy Act .....	1901
	55-56	5 ( " 243) .....	1890
		Leased to CANADIAN PACIFIC RAILWAY.	1892

REIGN.	CHAP.		YEAR
60-61	66	COLUMBIA RIVER BRIDGE CO., incorporated.....	1897
60	61	COLUMBIA AND WESTERN RAILWAY CO., (1896, Ch. 54), confirming incorporation by British Columbia Legislature; authority to lease or sell to Canadian Pacific Railway Co .....	1898
62-63	63	" Limiting bond issue, and bonds to be first claim on Railway	1899
1 Edw. VII	56	" Power to issue bonds, and time for construction extended....	1901
4-5 Edw. VII	82	" Time for construction of railways extended .....	1905
		Owned by CANADIAN PACIFIC RAILWAY.	
63-64	57	COMOX AND CAPE SCOTT RAILWAY CO., incorporated.....	1900
62-63	62	COMPAGNIE (La) DU CHEMIN DE FER DE COLONIZATION DU NORD, incorporated....	1899
2 Edw. VII	55	" Act of 1899 revived, and powers enlarged.....	1902
		COMPANIES (The) ACT; Incorporation by Letters Patent, R.S.C., chaps. 118 and 119, (1886.)	
62-63	40	" Amended as to issue of preference stock.....	1899
2 Edw. VII	15	" Respecting the incorporation of Joint Stock Companies by Letters Patent, and establishing a tariff of fees.....	1892
		Vide Canada Gazette, Vol. XXXV, p. 2512, 1892.	
		CONSOLIDATED RAILWAY ACT, 1903, and amendments. See RAILWAY ACTS.	
		CORNWALLIS VALLEY RAILWAY CO. (N.S., 1887, Ch. 59).	
50-51	24	(No. 128) Subsidy Act.....	1887
52	3	(" 168) " .....	1889
		See DOMINION ATLANTIC RAILWAY.	

REIGN.	CHAP.		YEAR
	35 83	COTEAU AND PROVINCE LINE RAILWAY CO., incorporated.....	1872
	40 61	" Authorizing change of terminus and extension of time for completion; may construct ferry .....	1877
	42 57	" Amalgamated with Montreal and City of Ottawa Railway Co.....	1879
		Now CANADA ATLANTIC RAILWAY.	
	61 62	COWICHAN VALLEY RAILWAY CO., incorporated.....	1898
63-64	58	" Time for construction extended .....	1900
4 Edw. VII	70	CRAWFORD BAY AND ST. MARY'S RAILWAY CO., incorporated	1904
	43 54	CREDIT VALLEY RAILWAY CO., (Ont. 1870-1, Ch. 38.) authority to connect with line of Northern Railway, and general powers .....	1880
	46 57	" Power to lease to C. P. R. and to amalgamate with Ontario and Quebec Railway; continuation of running powers authorized; Leased to CANADIAN PACIFIC RAILWAY .....	1883
	46 77	CUMBERLAND COAL AND RAILWAY CO., incorporated.....	1883
50-51	24 (No. 124)	Subsidy Act .....	1887
3 Edw. VII	57 (" 621)	" extension.....	1903

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61 98	DAWSON CITY ELECTRIC CO., incorporated.....	1898
61 99	DAWSON CITY ELECTRIC LIGHTING AND TRAMWAY CO., incorporated.....	1898
58-59 73	DESCHENES BRIDGE CO., incorporated	1895
33 51	DETROIT RIVER TUNNEL CO., incorporated.....	1870
35 85	" Authority to issue bonds up to \$3,000,000 upon guarantees of other companies.....	1872

REIGN.	CHAP.		YEAR
35	91	DETROIT RIVER RAILWAY AND BRIDGE CO., incorporated	1872
		See DETROIT RIVER RAILWAY, BRIDGE AND TUNNEL CO.	
36	89	DETROIT RIVER RAILWAY, BRIDGE AND TUNNEL COMPANY, (1872, Ch. 91), power to construct bridge or tunnel; and time extended for construction .....	1873
42	62	" Time for construction again extended .....	1879
		Amalgamated with CANADA AND MICHIGAN BRIDGE AND TUNNEL COMPANY.	
		See CANADA SOUTHERN BRIDGE COMPANY.	
51	91	DETROIT WINTER RAILWAY BRIDGE CO., incorporated.	1888
		DISTRIBUTION OF CARS.	
3 Edw. VII	33	See MANITOBA GRAIN ACT, 1900.....	1903
57-58	69	DOMINION ATLANTIC RAILWAY CO. (1867, Ch. 36). Act to authorize the purchase of YARMOUTH AND ANNAPOLIS RAILWAY by WINDSOR AND ANNAPOLIS RAILWAY, and to change name to .....	1894
58-59	47	" Act to incorporate.....	1895
61	8	" Confirming award of Exchequer Court in favour of, on account of drawback of customs and import duties granted to Windsor and Annapolis Railway .....	1898
63-64	59	" Issue of existing capital stock confirmed. Acquisition of Windsor & Annapolis Railway, the Yarmouth & Annapolis Railway and the Cornwallis Valley Railway confirmed; schedules A, B, and C confirmed. Other powers granted.....	1905
4-5 Edw. VII	85	" Authorizing purchase of Midland Railway Company, Limited, and issue of securities thereon .....	1905

DOMINION ATLANTIC RAILWAY CO.—*Continued.*

REIGN.	CHAP.		YEAR
	47	8 (No. 39) Subsidy Act (constructed by Government)	1884
See MIDLAND RAILWAY COMPANY, LIMITED.			
4-5 Edw. VII	36	DOMINION (THE) CENTRAL RAILWAY CO., name of Kingston & Dominion Central Railway changed to	1905
DOMINION COAL CO. (N.S. 1893, Ch. 145)			
55-56	5 (No. 262)	Subsidy Act	1892
Now SYDNEY & LOUISBURG RAILWAY.			
DOMINION EASTERN RAILWAY CO., (N.S. 1897, Ch. 81).			
60-61	4 (No. 399)	Subsidy Act	1897
38	75	DOMINION RAILWAY EQUIPMENT CO., incorporated	1875
DOMINION LIME CO. (Que. 1887, Ch. 63)			
50-51	24 (No. 108)	Subsidy Act	1887
Now part of HEREFORD RAILWAY.			
56	46	DRUMMOND COUNTY RAILWAY CO. (1886, Ch. 81), rights under Quebec charter confirmed; power to issue bonds, and to lease to C. P. R. or G. T. R., and time for construction extended	1893
62-63	6	“ Authorizing sale of to Government of Canada	1899
50-51	24 (No. 99)	Subsidy Act	1887
52	3 (“ 175)	“ in addition to No. 99	1899
53	2 (“ 214)	“ additional	1890
55-56	5 (“ 292)	“ “	1892
57-58	4 (“ 339)	“ “	1894
60-61	4 (“ 406)	“ “	1897
See INTERCOLONIAL RAILWAY.			
57-58	70	DULUTH, NEPIGON AND JAMES' BAY RAILWAY CO., incorporated	1894
E			
EAST RICHELIEU VALLEY RAILWAY CO. (Que. 1890, Ch. 88).			
60-61	4 (No. 395)	Subsidy Act	1897
Sold to QUEBEC SOUTHERN RAILWAY.			

REIGN.	CHAP.		YEAR
	59	17 EDMONTON DISTRICT RAILWAY CO. incorporated .....	1896
	61	63 " As to issue of bonds; line of railway described, and time for construction limited.....	1898
62-63	64	" Time for construction extended; name changed to EDMONTON, YUKON AND PACIFIC RAILWAY.....	1899
62-63	65	EDMONTON AND SASKATCHEWAN RAILWAY CO., incorporated	1899
62-63	66	EDMONTON AND SLAVE LAKE RAILWAY CO., incorporated.....	1899
2 Edw. VII	61	" Time for construction extended..	1902
3 Edw. VII	18	" Amending clerical error.....	1903
4 Edw. VII	75	" Time for construction extended..	1904
62-63	64	EDMONTON, YUKON AND PACIFIC RAILWAY CO., name of EDMONTON DISTRICT RAILWAY changed to; time for construction extended.....	1899
2 Edw. VII	57	" Power to enter into agreement with Canadian Northern Railway Co.....	1901
3 Edw. VII	116	" Time for construction extended..	1903
4-5 Edw. VII	88	" Time for construction of Railways extended.....	1905
3 Edw. VII	57	62-63 7 (No. 455) Subsidy Act.....	1899
3 Edw. VII	57	( " 572) " in lieu of No. 455..	1903
57-58	71	EDMONTON STREET RAILWAY CO., incorporated .....	1894
4 Edw. VII	75	" Head office to be at Edmonton; general powers enlarged.....	1904
57-58	72	ELGIN AND HAVELOCK RAILWAY CO., incorporated.....	1894
3 Edw. VII	117	" Describing line of railway authorized .....	1903
46	25	(No. 15) Subsidy Act.....	1883
51	3	( " 144) " rails .....	1888
47	68	ERIE AND HURON RAILWAY CO., (1873, Ch. 70), declaring to be subject to legislative authority of Canada; time for completion of certain works extended .....	1884

ERIE AND HURON RAILWAY Co.—*Continued.*

REIGN.	CHAP.			YEAR
	53 59	"	As to line of Railway; issue of bonds; and power to lease to other companies.....	1890
57-58	73	"	Time for construction extended..	1894
62-63	67	"	Authorizing amalgamation with the Lake Erie and Detroit River Railway Co.....	1899
2 Edw. VII	69	"	Agreement with Lake Erie and Detroit River Railway Co. confirmed.....	1902
	47 8 (No. 30 )		Subsidy Act.....	1884
	53 2 (" 192)		" .....	1890
36	86	ERIE AND NIAGARA RAILWAY CO., (1873, Ch. 86), as to construction of branch lines and other privileges .....	1873	
38	66	" Power to amalgamate with Canada Southern Railway.....	1875	
48-49	15	" Arrangements with Canada Southern Railway; and time for completion extended.....	1885	
51	61	" Powers revived, and time for construction of works again extended .....	1888	
See CANADA SOUTHERN RAILWAY.				
49	15	ESQUIMALT AND NANAIMO RAILWAY CO., (1875, Ch. 13) Act respecting curves on railway...	1886	
51	89	" Ferry privileges on Straits of Fuca .....	1888	
4-5 Edw. VII	90	" Declared to be a work for the general advantage of Canada. Authority to amalgamate with Canadian Pacific Railway; agreement in schedule confirmed .....	1905	
47	6 (No. 44)	Subsidy Act, special..... Sold to CANADIAN PACIFIC RAILWAY.	1884	
2 Edw. VII	62	ESSEX TERMINAL RAILWAY CO. incorporated .....	1902	
4 Edw. VII	76	" Time for construction extended..	1904	
38	71	EUROPEAN AND NORTH AMERICAN RAILWAY CO., (1869, Ch. 54), confirming agreement with European and North		

EUROPEAN AND NORTH AMERICAN RAILWAY CO.—*Continued.*

REIGN.	CHAP.		YEAR
		American Company of Maine for extension from St. John westward, and for other pur- poses .....	1875
52	38	EXCHEQUER COURT ACT, R.S.C., Ch. 135, (1886).	
3 Edw. VII	21	Amending above act as respects rules and orders; as to altera- tions or additions to works, and interest on moneys under judgment .....	1889
3 Edw. VII	22	Jurisdiction of respecting debts of railway companies.....	1903
52	13	Sec. 3 of Chap. 38, of 1889, re- pealed .....	1903
62-63	39	EXPROPRIATION (the) ACT; power to take land and provisions res- pecting .....	1889
3 Edw. VII	22	As to diversions of rivers, etc., and substitutes therefor; this section to apply to St. John Bridge and Railway Exten- sion Co. ....	1899
		Authority to take land for limi- ted time, and as to abandon- ment .....	1903

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1 Edw. VII	58	FORT QU'APPELLE RAILWAY CO., incorporated .....	1901
1 Edw. VII	59	Section 8 of above Act amended by omitting the word "elec- tric" .....	1901
34	51	FREDERICTON AND ST MARY'S BRIDGE CO., incorporated....	1871
48-49	26	Charter revived and amended....	1885
4 Edw. VII	4	In default of payment of ad- vances and interest on mort- gage, property forfeited to Crown .....	
52	3	(Subsidy Act .....	1904
		Now part of INTERCOLONIAL RAILWAY	1889

REIGN.	CHAP.		YEAR
		G	
35	62	GALT, TOWN OF, and GRAND TRUNK RAILWAY, agreement legalized	1872
47	83	GANANOQUE, PERTH AND JAMES' BAY RAILWAY CO., incorporated	1884
49	10	(No. 85) Subsidy Act.....	1886
		GATINEAU RAILWAY CO., (Que.)	
47	8	(No. 26) Subsidy Act.....	1884
See OTTAWA AND GATINEAU RAILWAY CO., (1905.)			
4-5 Edw. VII	95	GEORGIAN BAY AND SEABOARD RAILWAY CO., incorporated	1905
57-58	74	GLEICHEN, BEAVER LAKE AND VICTORIA RAILWAY CO., incorporated	1894
50-51	91	GODERICH AND CANADIAN PACIFIC JUNCTION RAILWAY CO., incorporated	
53	51	" Name changed to GODERICH and WINGHAM RAILWAY	1887
			1890
53	51	GODERICH AND WINGHAM RAILWAY CO., (1887, Ch. 91), name of GODERICH AND CANADIAN PACIFIC JUNCTION RAILWAY, changed to ..	1890
55-56	5	(No. 283) Subsidy Act.....	1892
GOVERNMENT RAILWAYS, CANADIAN, See INTERCOLONIAL and PRINCE EDWARD ISLAND RAILWAYS.			
33	53	GRAND JUNCTION RAILWAY CO., charter revived	1870
ACTS OF THE PROVINCE OF CANADA.			
16	37	GRAND TRUNK RAILWAY CO., incorporated .....	1852-53
16	75	" Providing for construction of bridge across the St. Lawrence River at Montreal,—Victoria Bridge .....	1852-53

## GRAND TRUNK RAILWAY CO.—Continued.

REIGN.	CHAP.		YEAR
16	76	" <i>Extending provisions of Railway Companies Union Act to Companies whose railways intersect the Main Trunk Line, under name of Grand Trunk Railway Company of Canada</i>	1853
18	33	" <i>Amending 16 Vic., Ch. 37; amalgamation with Trois-Pistoles and other Railways and altering conditions of loan for Provincial Guarantee</i> ...	1854
18	174	" <i>Further aid to</i> .....	1855
18	175	" <i>Change of location in Toronto</i> .....	1855
19-20	111	" <i>Additional aid to</i> .....	1856
20	11	" <i>Additional aid to; Government Directors dispensed with and to facilitate completion of Company's works from Riviere du Loup to Sarnia</i> .....	1857
22	53	" <i>Authorizing Company to construct a bridge on the St. Clair River at Sarnia</i> .....	1858
23	73	<i>Authorizing the Corporation of the City of Montreal to acquire a site upon which to erect a Terminus</i> .....	1860
25	56	" <i>Act to re-organize Company bonding powers and "ARRANGEMENTS ACT"</i> .....	1862
27	53	<i>Act to correct errors in "ARRANGEMENTS ACT, 1862"</i> .....	1863
27	54	" <i>Repealing 23 Vic., Ch. 73; and authorizing City of Montreal to aid Company in establishing a terminus in said City</i> .....	1863
27-28	85	" <i>Enlarging powers of Montreal and Champlain Railroad Company; and to confirm agreement entered into to secure a permanent Railway City Station in Montreal (Schedule)</i> .....	1865
29-30	92	" <i>Confirming agreement between Company and Buffalo and Lake Huron Railway, (Schedule)</i> .....	1866

REIGN.	CHAP.	GRAND	TRUNK RAILWAY CO. OF CANADA, Arrangements Act of 1862 amended .....	YEAR
31	19	"	TRUNK RAILWAY CO. OF CANADA, Arrangements Act of 1862 amended .....	1867
33	49	"	Agreement of 1870 with Buffalo and Lake Huron Railway Co. confirmed .....	1870
35	62	"	Agreement with Town of Galt legalized .....	1872
35	63	"	Agreement with International Bridge Co. legalized.....	1872
35	64	"	Consolidation of charges upon Montreal and Champlain Rail- way, and power to create mortgage and issue bonds thereon .....	1872
36	18	"	Arrangements Act, 1862, pro- visions extended. ....	1873
37	65	"	Consolidation of mortgages; to raise further capital and es- tablish superannuation.....	1874
41	25	"	Accident insurance for employ- ees, etc.....	1878
42	11	"	Purchase by Government of Rivière du Loup Section.....	1879
43	8	"	Agreement for purchase of Rivière du Loup Section ratified....	1880
44	37	"	Fixing time for holding annual meetings, and explaining sec- tions of Arrangements Act 1873. ....	1881
46	54	"	Arrangement with North Shore Railway .....	1883
47	52	"	Power to double track portions of railway; to issue con- solidated debenture stock; conversion of Great Western Railway preference stock, and amalgamation of Company ..	1884
47	53	"	Authorizing transfer of Welland Railway to. ....	1884
50-51	57	"	Issue and rank of consolidated debenture stock; power to acquire lands in Lambton Co. ....	1887
51	58	"	Power to issue consolidated debenture stock and applica- tion thereof.....	1888
51	59	"	Agreement with Canada South- ern and London and Port Stanley Railways .....	1888

## GRAND TRUNK RAILWAY CO. OF CANADA—Continued.

REIGN.	CHAP.		YEAR
	53 48	" Further issue of consolidated debenture stock to be applied to St. Clair Tunnel and other works named.....	1890
	53 49	" Authority to construct branch line at Hamilton .....	1890
54-55	69	" As to construction of railway in Lambton Co.....	1891
55-56	39	" Northern and Pacific Junction Railway to form part of; further issue of consolidated debenture stock; and power to acquire Nipissing and James' Bay Railway .....	1892
56	47	" Confirming agreements with certain railway companies; power as to issue of consolidated debenture stock.....	1893
	56 48	" Agreement with Canadian Pacific Railway and City of Toronto .....	1893
	59 18	" Confirming lease of portion of, to St. Lawrence and Adirondack Railway Company.....	1896
60	6	" Confirming agreement with Canadian Pacific Railway, <i>re</i> Hamilton Junction .....	1896
60-61	42	" Advances to Chicago and Grand Trunk Railway; further as to issue of consolidated debenture stock.....	1897
61	12	" As to payments on subsidy account towards reconstruction of Victoria Bridge.....	1898
62-63	5	" Confirming agreement with Her Majesty to secure extension of Intercolonial Railway system to City of Montreal.....	1899
1 Edw. VII	60	" Confirming agreement with Grand Trunk Western Railway Co. for interest guaranty .....	1901
1 Edw. VII	61	" Confirming agreement between Cincinnati, Saginaw and Mackinaw R. R. Co. and G. T. R. and allied lines.....	1901
3 Edw. VII	121	" Power to issue 4 per cent. guaranteed stock.....	1903

GRAND TRUNK RAILWAY CO. OF CANADA—*Continued.*

REIGN.	CHAP.		YEAR
4 Edw. VII	16	" Respecting an arbitration between His Majesty and the Grand Trunk Railway Co. of Canada .....	1904
4-5 Edw. VII	75	" Authority to acquire shares and securities of Canada Atlantic Railway Company and Canada Atlantic Transit Co., and may guarantee securities.....	1905
4-5 Edw. VII	15	" Amending Act respecting arbitration between His Majesty and Co.; as to claims to be adjudicated upon, and competence of arbitrator after appointment as Railway Commissioner .....	1905
60-61	4 (No. 410)	Subsidy Act, Victoria Bridge	1897
63-64	8 (" 491)	" "	1900
63-64	8 (" 515)	" Farnham to Frelighsburg .....	1900
3 Edw. VII	122	GRAND TRUNK PACIFIC RAILWAY CO., incorporated .....	1903
3 Edw. VII	71	" Confirming agreement with Dominion Government for construction of National Trans-continental Railway.....	1903
4 Edw. VII	80	" Confirmation of two agreements in respect of National Trans-continental Railway.....	1904
4-5 Edw. VII	98	" Mortgages in schedules A, B, & C, confirmed, also as to limitation of bond issue.....	1905
50-51	66	GRAND TRUNK, GEORGIAN BAY AND LAKE ERIE RAILWAY CO. (1885, Ch. 184), extending time for construction fixed by Act of Ontario Legislature, and authority to construct branch lines.....	1887
53	63	" As to construction of branch lines .....	1890
56	49	" Time for construction of branch lines extended; and as to issue of mortgage bonds.....	1893
52	3 (No. 178)	Subsidy Act.....	1889
56	2 (" 306)	" in lieu of No. 178 ..	1893
Operated by GRAND TRUNK RAILWAY.			

REIGN.	CHAP.		YEAR
2 Edw. VII	91	GRAND (The) VALLEY RAILWAY CO., name of PORT DOVER, BRANTFORD, BERLIN & GODERICH RAILWAY CO. changed to .....	1902
45	73	GREAT AMERICAN AND EUROPEAN SHORT LINE RAILWAY CO., incorporated.....	1882
47	55	" Name changed to Montreal and European Short Line Railway Company .....	1884
46	25	(No. 9) Subsidy Act .....	1883
45	71	GREAT EASTERN RAILWAY CO., in- corporated .....	1882
46	61	" Increasing capital stock to \$6, 000,000; and limitation of time for construction .....	1883
54-55	98	" Division into sections, power to lease to certain companies, and limiting time for comple- tion .....	1891
60-61	43	" Time for completion again ex- tended; power to lease to cer- tain other companies, etc.....	1897
49	10	(No. 88) Subsidy Act.....	1886
50-51	24	( " 114) " additional .....	1887
52	3	( " 174) " .....	1889
53	2	( " 213) " bridges, Nicolet and St. Francis .....	1890
54-55	8	( " 235) " revote, unpaid bal- ance of No. 144 .....	1891
56	2	( " 296) " in lieu of No. 174..	1893
47	64	GREAT NORTHERN RAILWAY CO. OF CANADA, (1882, Ch. 23), declaring subject to legislative authority of Canada; issue of bonds and power to amalgam- ate with other railway com- panies .....	1884
55-56	40	Incorporation; general powers; and authority to bridge Ottawa River .....	1892
60-61	44	Time extended for completion; and confirming agreement with Quebec and James' Bay Railway .....	1897

GREAT NORTHERN RAILWAY CO. OF CANADA—*Continued.*

REIGN.	CHAP.		YEAR
62-63	35	“ Confirming agreement with Quebec Harbour Commissioners for guarantee of interest on Company's bonds. (Schedule)	1899
62-63	68	“ Time for construction extended; and name changed to GREAT NORTHERN RAILWAY OF CANADA .....	1899
1 Edw. VII	62	“ Bonds on railway and bridge over Ottawa River to rank equally .....	1901
4-5 Edw. VII	99	“ Line of railway authorized; issue of securities; time for construction limited. Authority to enter into agreement with other companies named. Mortgage in schedule confirmed .....	1905
47	8 (No. 33)	Subsidy Act.....	1884
47	8 (“ 37)	“ .....	1884
49	10 (“ 72)	“ .....	1886
49	10 (“ 79)	“ .....	1886
52	3 (“ 154)	“ in lieu of No. 79.....	1889
53	2 (“ 215)	“ .....	1890
54-55	8 (“ 231)	“ revote, unpaid balance of No. 72 .....	1891
56	2 (“ 308)	“ revote, unpaid balance of No. 231 .....	1893
56	2 (“ 309)	“ in lieu of No. 215 .....	1893
57-58	4 (“ 346)	“ in addition to No. 308 .....	1894
57-58	4 (“ 371)	“ in lieu of No. 308 .....	1894
60-61	4 (“ 380)	“ additional .....	1897
60-61	4 (“ 405)	“ .....	1897
60-61	4 (“ 407)	“ revote unpaid balances .....	1897
60-61	4 (“ 413)	“ bridge across Ottawa River .....	1897
62-63	7 (“ 416)	“ additional and re-vote .....	1899
62-63	7 (“ 473)	“ bridges .....	1899
62-63	7 (“ 474)	“ bridges .....	1899
62-63	7 (“ 475)	“ bridges .....	1899
63-64	8 (“ 511)	“ additional branch line .....	1900
3 Edw. VII	57 (“ 618)	“ Garneau Junction to Quebec Bridge .....	1903
4 Edw. VII	34 (“ 632)	“ in lieu of 618 .....	1904

REIGN.	CHAP.		YEAR
37	73	GREAT NORTH-WEST RAILWAY CO., incorporated .....	1874
See GREAT NORTH-WEST CENTRAL RAILWAY.			
51	85	GREAT NORTH - WEST CENTRAL RAILWAY CO., charter au- thorized by 49 V. c. 11, con- firmed; land subsidy.....	1888
52	67	" Repealing 26th section of char- ter .....	1889
53	81	" As to number of directors.....	1890
54-55	80	" Correction of error in 53 V. c. 81	1891
58-59	48	" Time for completion extended....	1895
60-61	45	" Time for completion again ex- tended; and may extend to Brandon .....	1897
61	64	" As to issue and rank of prefer- ential bonds, and settlement of claims and disputes, power to convey or lease to certain other Railway Companies.....	1898
62-63	69	" Time for construction extended conditionally .....	1899
1 Edw. VII	63	" Time for construction further ex- tended .....	1901
3 Edw. VII	124	" Powers of construction revived..	1903
See SOURIS AND ROCKY MOUNTAIN and NORTH-WEST CENTRAL RAILWAYS,			
Owned by CANADIAN PACIFIC RAILWAY.			
4-5 Edw. VII	100	GREAT (THE) WEST RAILWAY CO., name of the NORTH-WEST COAL AND COKE RAIL- WAY CO., changed to.....	1905
32-33	61	GREAT WESTERN RAILWAY CO., (4 Wm. IV, Ch. 29), agreement with Dominion Government respecting financial affairs of, confirmed .....	1869
32-33	62	" Conversion of preference shares, etc. .....	1869
33	50	" Amending incorporation as to general powers; and as to change of gauge .....	1870
34	44	" Consolidating financial affairs of Company .....	1871
35	65	" Power to extend and improve connections .....	1872

GREAT WESTERN RAILWAY CO.—*Continued.*

REIGN.	CHAP.		YEAR
	36 83	" May enter into agreements with other companies, and issue bonds thereunder.....	
	37 66	" To extend connections, and confirm issue of debentures.....	1873
	38 72	" Agreement with Bridge Co.'s.....	1874
	38 64	" Defining powers of Directors.....	1875
	39 46	" Respecting capital, charges and liabilities.....	1875
	43 49	" Establishment of various funds	1876
	45 66	" Borrowing powers enlarged; payment of bonds; bonds of Wellington, Grey and Bruce Railway; establishment of superannuation fund, etc.....	1880
	47 52	" Amalgamated with GRAND TRUNK RAILWAY.....	1882
	36 88	GREAT WESTERN AND LAKE ONTARIO SHORE JUNCTION RAILWAY CO., incorporated .....	1884
	39 48	" Time for construction extended .....	1873
	43 50	" Time for commencement and completion again extended.....	1876
	46 65	" Time for commencement and completion again extended.....	1880
48-49	18	" Time for completion again extended .....	1883
	51 56	" Time for completion further extended .....	1885
	51 90	GRENVILLE INTERNATIONAL BRIDGE CO., incorporated.....	1888
3 Edw. VII	125	GUELPH AND GEORGIAN BAY RAILWAY CO., incorporated.....	1893
4-5 Edw. VII	101	" Time for construction extended .....	1905
4 Edw. VII	81	GUELPH AND GODERICH RAILWAY CO., incorporated .....	1904
	47 79	GUELPH JUNCTION RAILWAY CO., incorporated .....	1884
	49 69	" Reducing capital stock; time for completion extended.....	1886
50-51	59	" Authority to extend line.....	1887
54-55	73	" Agreement with Canadian Pacific Railway .....	1891
57-58	75	" Time for construction extended .....	1894
	59 19	" Time for construction further extended .....	1896

GUELPH JUNCTION RAILWAY CO.—*Continued.*

REIGN.	CHAP.		YEAR
1 Edw. VII	64	“ Time for construction further extended .....	1901
4 Edw. VII	82	“ Extension authorized, and bond issue limited .....	1904
50-51	24 (No. 105)	Subsidy Act. ....	1887
		Leased to CANADIAN PACIFIC RAILWAY.	

GULF SHORE RAILWAY CO. (N.B. 1894,  
Ch. 73).

57-58	4 (No. 374)	Subsidy Act.....	1894
60-61	4 (“ 383)	“ additional .....	1897

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42	10	HALIFAX CITY RAILROAD CO., confirming rights of Company under Acts of Legislature of Nova Scotia. ....	1879
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## HALIFAX COTTON CO. (N.S. 1870, Ch. 58).

51	3 (No. 146)	Subsidy Act, rails.....	1888
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## HALIFAX AND SOUTH - WESTERN RAILWAY CO. (N.S. 1902, Ch. 1).

3 Edw. VII	57 (No. 567)	Subsidy Act. ....	1903
3 Edw. VII	57 (“ 619)	“ .....	1903

## HALIFAX AND YARMOUTH RAILWAY CO. (N.S. 1886, Ch. 1).

1 Edw. VII	7 (No. 520)	Subsidy Act. ....	1901
See COAST RAILWAY OF NOVA SCOTIA.			

## HAMILTON BRIDGE CO.

1 Edw. VII	7 (No. 524)	Subsidy Act, towards bridge....	1901
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50-51	63	HAMILTON CENTRAL RAILWAY CO., name of Hamilton, Guelph and Buffalo Railway changed to....	1887
52	76	“ Time for construction extended..	1889

3 Edw. VII	126	HAMILTON, GALT AND BERLIN RAILWAY CO., incorporated. ....	1903
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4-5 Edw. VII	102	“ Line of Railway authorized, and time for construction extended. Name changed to “The Hamilton, Galt and Guelph Railway Co. ....	1905
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REIGN.	CHAP.		YEAR
4-5 Edw. VII	102	HAMILTON, (THE) GALT AND GUELPH RAILWAY CO., see Hamilton, Galt and Berlin Railway Co.	1905
48-49	22	HAMILTON, GUELPH AND BUFFALO RAILWAY CO., incorporated	1885
50-51	63	" Charter amended and name changed to Hamilton Central Railway Co.	1887
47	63	HAMILTON AND NORTH-WESTERN RAILWAY CO. (1869, Ch. 36) authority to enter into agreement with Northern and Pacific Junction Railway; also with Northern Railway; and as to issue of debenture stock	1884
See NORTHERN RAILWAY OF CANADA, 1881.			
HAMPTON AND ST. MARTINS RAILWAY.			
See CENTRAL RAILWAY CO. of NEW BRUNSWICK.			
HARVEY BRANCH RAILWAY CO. (N.B. 1878, Ch. 98).			
50-51	24	(No. 103) Subsidy Act.	1887
57-58	4	( " 332) " revoke, unpaid balance of No. 103	1894
50-51	93	HEREFORD BRANCH RAILWAY CO., incorporated	1887
51	81	" Authority to increase capital stock; to extend line, and name changed to HEREFORD RAILWAY	1888
51	81	HEREFORD RAILWAY CO., name of Hereford Branch Railway changed to	1888
53	72	" Authority to construct branch line, and issue of stock and bonds thereon limited	1890
53	73	" Authority to enter into agreement for lease of, to Maine Central Railway	1890
63-64	60	" Head office to be at City of Sherbrooke, Que.	1900
49	10	(No. 73) Subsidy Act.	1886
52	3	( " 179) " additional.	1889
Operated by MAINE CENTRAL RAILWAY.			

REIGN.	CHAP.		YEAR
62-63	70	HUDSON'S (THE) BAY AND NORTH-WEST RAILWAYS CO., name of Hudson's Bay and Yukon Railways and Navigation Co., changed to.....	
2 Edw. VII	63	" Time for construction limited....	1899
4 Edw. VII	84	" Power to enter into agreement with Trans-Canada; Quebec and Lake St. John, and Manitoba Railway Co.'s, and time for construction extended .....	1902
			1904
		See HUDSON'S BAY AND YUKON RAILWAYS AND NAVIGATION CO.	
3 Edw. VII	128	HUDSON'S BAY AND OCCIDENTAL RAILWAY CO., incorporated	1903
60	7	HUDSON'S BAY AND PACIFIC RAILWAY CO., incorporated.....	1896
61	65	" Time for construction extended.....	1898
1 Edw. VII	65	" Time for construction further extended.....	1901
3 Edw. VII	129	" Time for construction further extended.....	1903
4-5 Edw. VII	104	" Time for construction extended	1905
60-61	46	HUDSON'S BAY AND YUKON RAILWAYS AND NAVIGATION CO., incorporated.....	
62-63	70	" General corporate powers granted; name changed to "THE HUDSON'S BAY AND NORTH-WEST RAILWAYS COMPANY.....	1897
			1899
60-61	39	HULL ELECTRIC CO., agreement with CANADIAN PACIFIC RAILWAY for lease of Aylmer Branch.....	
62-63	59	" Confirming agreement with Canadian Pacific Railway Co., re Aylmer Branch. (Schedule).	1897
		Owned by CANADIAN PACIFIC RAILWAY CO.	1899
44	49	HULL MINES RAILWAY CO., incorporated.....	1881
3 Edw. VII	131	HURON, ERIE AND BUFFALO RAILWAY CO., incorporated .....	1903

REIGN.	CHAP.		YEAR
	59 20	HURON AND ONTARIO RAILWAY CO., incorporated.....	1896
3 Edw. VII	130	" Time for construction extended, authority to construct branch line.....	1903
4 Edw. VII	85	" To amend section 11 of chapter 20 of 59 Vic., re-issue of securities.....	1904

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2 Edw. VII	64	INDIAN RIVER RAILWAY CO., incorporated.....	1902
3 Edw. VII	57	(No. 622) Subsidy Act.....	1903
3 Edw. VII	21	INSOLVENT RAILWAY COMPANIES, jurisdiction of Exchequer Court respecting .....	1903

## COLONIAL

31	3	INTERNATIONAL RAILWAY, provisions in Union Act, sec. 145	1867
31	16	" Imperial Act, respecting loan for	1867
31	13	" Providing for construction of	1867
31	68	" Application of Railway Act to	1867
36	45	" Authority to change gauge and lay third rail.....	1873
37	15	" Transfer of construction of to Department of Public Works; sec. 3, 31 V. c. 13, repealed	1874
38	22	" Describing lines which shall constitute the Intercolonial Railway.....	1875
39	16	" As to line from Richmond Station to Halifax.....	1876
40	46	" The Truro and Pictou Railway Transfer Act.....	1877
42	10	" Confirming rights of Halifax City Railroad Company under Acts of Nova Scotia.....	1879
42	11	" Authorizing purchase of Rivière du Loup Section from Grand Trunk Railway.....	1879
42	12	" Amending the Truro and Pictou Railway Transfer Act, 1877	1879
43	8	" Confirming agreement with Grand Trunk Railway for purchase of Rivière du Loup Section.....	1880

*colonial*  
INTERNATIONAL RAILWAY—*Continued.*

REIGN.	CHAP.			YEAR
	44 25	"	Consolidation of Acts respecting Government Railways.....	1881
	45 16	"	Transfer of Windsor Branch to Nova Scotia.....	1882
	49 13	"	Respecting extension from Stellarton to Pictou.....	1886
54-55	50	"	Describing works which constitute Intercolonial Railway	1891
62-63	5	"	Confirming agreement with Grand Trunk Railway Co., of Canada, to secure extension of system to City of Montreal	1899
62-63	6	"	Authorizing purchase of Drummond County Railway by Government of Canada.....	1899
3 Edw. VII	55	"	Section 7 of Railway Labour Disputes Act, providing for settlement of differences with employees.....	1903
4 Edw. VII	4	"	Act authorizing Government of Canada to purchase Canada Eastern Railway and to take possession of Fredericton & St. Mary's Railway Bridge	1904
4-5 Edw. VII	36	"	Government railways to have running powers over Grand Trunk Railway between Montreal and Coteau and over Canada Atlantic Railway System. Tariffs and conditions to be determined by Board of Railway Commissioners.....	1905
45	14 (No. 4)	Subsidy Act, Oxford to New Glasgow.....	1882	
47	8 (No. 21)	Subsidy Act, Oxford Station to Sydney or Louisburg, to provide for construction of...	1884	
47	8 (No. 43)	Subsidy Act, Derby Station to Indiantown.....	1884	
3 Edw. VII	57 (No. 597)	Subsidy Act, Amount in Estimates.....	1904	
52	38	INTEREST, Allowance of under judgments of the Exchequer Court	1889	

REIGN.	CHAP.		YEAR
32-33	65	INTERNATIONAL BRIDGE CO., (1857, Ch. 227), reviving powers granted by Provincial Charter; extending time for completion; authority to amalgamate with other companies	
35	63	“ Agreement with Grand Trunk Railway.....	1869
42	63	“ Authority to increase capital	1872
4-5 Edw. VII	108	INTERNATIONAL BRIDGE & TERMINAL CO., incorporated....	1879
2 Edw. VII	43	INTERNATIONAL RAILWAY COMPANY, Name of Buffalo Railway changed to.....	1905
40	59	INTERNATIONAL RAILWAY CO., name of St. Francis and Megantic International Railway changed to.....	
44	40	“ May acquire, amalgamate or sell or lease to other railways; and as to stock, bonds, etc.....	1877
47	56	“ Powers as to issue of bonds and security therefor.....	1881
46	25	(No. 10) Subsidy Act.....	1884
53	2	(“ 209) “ revoke unpaid balance of No. 10.....	1883
		Leased to CANADIAN PACIFIC RAILWAY.	
		INTERNATIONAL RAILWAY CO. OF NEW BRUNSWICK, (Letters Patent).	
3 Edw. VII	57	(No. 558) Subsidy Act, in lieu of 384, 527 and 542.....	1903
3 Edw. VII	57	(No. 603) Subsidy Act, additional.....	1903
		See RESTIGOUCHE & WESTERN RAILWAY.	
58-59	49	INTERNATIONAL RADIAL RAILWAY CO., incorporated.....	1895
59	21	“ Power to extend lines, and limitation of time for construction	1896
61	66	“ Time extended for commencement of railway.....	1898
35	72	INTER-OCEANIC RAILWAY CO., incorporated.....	1872 <i>Narrows</i>
4 Edw. VII	87	INTER-PROVINCIAL BRIDGE CO. OF NEW BRUNSWICK, incorporated.....	1904

REIGN.	CHAP.	YEAR
53	92	1890
60-61	4 (No. 414)	1897
63-64	8 (No. 492)	1900

See PONTIAC PACIFIC JUNCTION RAILWAY.

See OTTAWA INTER-PROVINCIAL BRIDGE COMPANY.

Owned by CANADIAN PACIFIC RAILWAY.

1	Edw. VII	66	INTERPROVINCIAL AND JAMES BAY RAILWAY COMPANY, in- corporated.....	1901
4-5	Edw. VII	109	“ Time for construction and com- pletion extended.....	1905
3	Edw. VII	57 (No. 586)	Subsidy Act.....	1903

INTOXICATING LIQUOR, respecting  
sale of in the vicinity of pub-  
lic works, R. S. C., Sec. 13,  
Chap. 151, 1886.

		INVERNESS AND RICHMOND RAIL- WAY CO. (N.S., 1887, Ch. 60)	
53	2	(No. 208) Subsidy Act .....	1890
55-56	5	( “ 251) “ in lieu of No. 208	1892
57-58	4	( “ 357) “ .....	1894
60-61	4	( “ 400) “ in lieu of No. 357	1897
63-64	8	( “ 502) “ additional. ....	1900
1	Edw. VII	7 ( “ 523) “ in lieu of Nos. 400 and 502.....	1901
3	Edw. VII	57 ( “ 568) Subsidy Act, in lieu of No. 400	1903

See INVERNESS & RICHMOND RY. & COAL CO., LTD.

See BOSTON AND NOVA SCOTIA COAL AND  
RAILWAY CO.

See MABOU & GULF RAILWAY CO., LIMITED.

		IRONDALE, BANCROFT AND OTTA- WA RAILWAY CO. (Ont., 1880, Ch. 67).	
47	8	(No. 24 ) Subsidy Act,.....	1884
52	3	( “ 159) “ revote, unpaid bal- ance of No. 24.....	1889
56	2	( “ 301) Subsidy Act revote, unpaid bal- ance of No. 159.....	1893
60-61	4	( “ 412) Subsidy Act in lieu of No. 301	1897
3	Edw. VII	57 ( “ 576) “ extension to Ren- frew. ....	1903

REIGN.	CHAP.	J	YEAR
		JACQUES CARTIER UNION RAILWAY CO., (Que., 1880, Ch. 50).	
47	8	(No. 34) Subsidy Act .....	1884
50-51	24	( " 110) " .....	1887
56	2	( " 313) " in lieu of No. 110 .....	1893
		Operated by GRAND TRUNK RAILWAY.	
58-59	50	JAMES' BAY RAILWAY CO., incorporated.....	1895
60-61	47	" Power to extend line; general powers, and time limited for construction of railway.....	1897
62-63	71	" Time for construction extended .....	1899
2 Edw. VII	65	" Time for construction extended and limited.....	1902
4 Edw. VII	88	" Power to amalgamate with the Great Northern Railway of Canada; the Chateauguay and Northern; and the Irondale, Bancroft and Ottawa Railway Companies; and time for construction extended.....	1904
4-5 Edw. VII	110	" Power to change name. Lines of railway authorized; issue of securities; agreements with other companies authorized, and time for construction extended.....	1905
62-63	7	(No. 438) Subsidy Act .....	1899
2 Edw. VII	8	( " 483) " .....	1900
3 Edw. VII	57	( " 583) " in lieu of 483.....	1903
		JOGGINS RAILWAY CO. (N.S., 1883, Ch. 76).	
49	10	(No. 76) Subsidy Act .....	1886
50-51	24	( " 100) " additional.....	1887
	52	3 ( " 161) " .....	1889
57-58	4	( " 334) " in lieu of No. 161 .....	1894
3 Edw. VII	57	( " 565) " in lieu of No. 334 .....	1903
		Now CANADA COALS AND RAILWAY CO.	
		JOINT STOCK COMPANIES ACT, R. S.C.O., chap. 118, 1886.	
		Incorporation by Letters Patent R.S.C., chap. 119, 1886.	
62-63	40	" Amended as to issue of preference stock.....	1889
2 Edw. VII	15	" Provisions for incorporation by Letters Patent .....	1902

JOINT STOCK COMPANIES ACT—*Continued.*

REIGN.	CHAP.		YEAR
4 Edw. VII	5	" Amending Act as respects contractors for railways, etc., and as to borrowing on promissory notes.....	1904
3 Edw. VII	135	JOLIETTE AND LAKE MANUAN COLONIZATION RAILWAY COMPANY, incorporated.....	1903
4-5 Edw. VII	111	" Time for construction extended.....	1905
3 Edw. VII	57	(No. 552) Subsidy Act, revote.....	1903
		JOLIETTE AND ST. JEAN DE MATHA RAILWAY CO., (Que., 1888, Ch. 91 and 102).	
55-56	2	(No. 284) Subsidy Act .....	1892
57-58	4	( " 323) " in lieu of No. 284 .....	1894
57-58	4	( " 345) " additional.....	1894
		See ST. GABRIEL DE BRANDON ET STE. EMEILIE DE L'ENERGIE RAILWAY COMPANY.	

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1 Edw. VII	67	KAMLOOPS AND ATLIN RAILWAY CO., incorporated.....	1901
60-61	48	KASLO AND LARDO-DUNCAN RAILWAY CO., incorporated.....	1897
63-64	61	" Time for construction extended.....	1900
4-5 Edw. VII	113	" Time for completion extended.....	1905
63-64	8	(No. 496) Subsidy Act .....	1900
1 Edw. VII	7	( " 543) " in lieu of 496.....	1901
		See KOOTENAY & ARROWHEAD RAILWAY, Leased to CANADIAN PACIFIC RAILWAY.	
		KENT NORTHERN RAILWAY CO., (N.B.)	
	51	3 (No. 145) Subsidy Act, rail .....	1888
1 Edw. VII	68	KETTLE RIVER VALLEY RAILWAY CO., incorporated.....	1901
3 Edw. VII	138	" May enter into agreement for sale or lease to other companies .....	1903
4 Edw. VII	89	" Authority to construct additional lines of railway; time for construction extended....	1904
3 Edw. VII	57	(No. 611) Subsidy Act.....	1903

REIGN.	CHAP.		YEAR
50-51	83	KINCARDINE AND TEESWATER RAILWAY CO., incorporated	1887
50-51	84	" Amended as to incorporators; description of line of railway	1887
51	77	" Extension of line authorized, and time for construction extended; fixing capital stock	1888
4 Edw. VII	90	KINGSTON AND DOMINION CENTRAL RAILWAY CO. incorporated .....	1904
4-5 Edw. VII	86	" Branch lines authorized, time for construction limited; name changed to "The Dominion Central Railway Company"	1905
53	62	KINGSTON, NAPANEE AND WESTERN RAILWAY CO., name changed from NAPANEE, TAMWORTH AND QUEBEC RAILWAY .....	1890
59	15	" Amalgamation with Bay of Quinte Railway and Navigation Company .....	1896
55-56	5 (No. 256)	Subsidy Act .....	1892
55-56	5 (" 273)	" for extensions .....	1892
		See BAY OF QUINTE RAILWAY AND NAVIGATION CO.	
34	49	KINGSTON AND PEMBROKE RAILWAY CO., incorporated.	1871
42	61	" Authority to construct branch lines; and as to issue of first preference bonds .....	1879
46	64	" Capital may be increased, and certain branch lines built .....	1883
47	59	" Increase of power as to issue of bonds, and as to bond issue in respect of branch lines .....	1884
52	77	" Agreement with Napanee, Tamworth and Quebec Railway and the City of Kingston .....	1889
52	78	" Time for completion extended powers of expropriation not revived .....	1889
58-59	51	" Time for completion of railway and branches again extended .....	1895
61	67	" Time for completion extended; as to redemption of first preference bonds, and issue of new debentures. (Schedules A. & B.) .....	1898

KINGSTON AND PEMBROKE RAILWAY CO.—*Continued.*

REIGN.	CHAP.		YEAR
2 Edw. VII	66	“ Time for construction limited; bond issue.....	1902
3 Edw. VII	139	“ Time for completion extended	1903
	47	(No. 32) Subsidy Act,.....	1884
	62-63	7 (“ 464) “ additional.....	1899
	63-64	8 (“ 485) “ branch line .....	1900
1 Edw. VII	7	( “ 532) “ additional.....	1901
		Owned by CANADIAN PACIFIC RAILWAY.	
54-55	66	KINGSTON AND PONTIAC RAILWAY CO., incorporated.....	1891
50-51	88	KINGSTON, SMITH'S FALLS AND OTTAWA RAILWAY CO., incorporated.....	
	52	79 “ As to issue of first and second preference bonds; limitation of time for construction.....	1887
54-55	95	“ Time for construction extended; power to increase issue of bonds .....	1889
	59	22 “ Time for construction again extended.....	1891
4-5 Edw. VII	114	“ Powers of company continued: time for completion limited	1896
	52	3 (No. 171) Subsidy Act .....	1905
	53	2 (“ 198) “ additional.....	1889
54-55	8	( “ 239) “ in lieu of 171 and 198 (annual).....	1890
55-56	5	( “ 264) Subsidy Act, in lieu of above	1891
60-61	4	( “ 376) “ in lieu of No. 264	1892
	62-63	72 KLONDIKE MINES RAILWAY CO., incorporated.....	1897
1 Edw. VII	69	“ Time for construction extended	1901
3 Edw. VII	140	“ Time for commencement and completion limited.....	1903
3 Edw. VII	57	(No. 619) Subsidy Act.....	1903
1 Edw. VII	70	KOOTENAY AND ARROWHEAD RAILWAY CO., incorporated	1901
1 Edw. VII	7	(No. 543) Subsidy Act .....	1901
4 Edw. VII	34	( “ 636) “ in lieu of 543.....	1904
		Leased to CANADIAN PACIFIC RAILWAY.	
49	83	KOOTENAY AND ATHABASKA RAILWAY CO., incorporated	1886
52	49	“ Repeal of 49 V. c. 83, and Company again incorporated.....	1889

REIGN.	CHAP.		YEAR
3 Edw. VII	141	KOOTENAY, CARIBOO AND PACIFIC RAILWAY CO., incorporated.....	1903
4-5 Edw. VII	115	" Time for construction of railway extended.....	1905
1 Edw. VII	71	KOOTENAY CENTRAL RAILWAY CO., incorporated.....	1901
3 Edw. VII	142	" Time for construction extended.....	1903
4 Edw. V.I	91	Time for construction further extended.....	1904
3 Edw. VII	57 (No. 610)	Subsidy Act.....	1903

## L

4-5 Edw. VII	167	LA COMPAGNIE DU CHEMIN DE FER ELECTRIQUE DE TROIS-RIVIERES, ST. MAURICE, MASKINONGE ET CHAMPLAIN, incorporated.....	1905
52	55	LAC SEUL RAILWAY CO., incorporated.....	1889
53	4 (No. XX.)	Subsidy Act, land .....	1890
45	83	LAKE ATHABASKA AND HUDSON BAY RAILWAY CO., incorporated .....	1882
61	68	LAKE BENNETT AND KLONDIKE RAILWAY AND TRAMWAY CO., incorporated.....	1898
54-55	88	LAKE ERIE AND DETROIT RIVER RAILWAY CO., name changed from LAKE ERIE, ESSEX AND DETROIT RIVER RAILWAY.....	1891
56	50	" Confirming agreement with Provincial Company of same title.....	1893
57-58	76	" Confirming agreement with London and Port Stanley Railway and the City of London.....	1894
59	23	" Authorizing extension to Fort Erie; and limiting time for construction.....	1896
61	69	" Time extended for construction of Railway.....	1898
62-63	67	" Authorizing amalgamation of Erie and Huron Railway Company with.....	1899
63-64	62	" Time for construction extended.....	1900

LAKE ERIE AND DETROIT RIVER RAILWAY CO.—*Continued.*

REIGN.	CHAP.		YEAR
2 Edw. VII	69	“ Agreements A. & B. with Erie and Huron Railway confirmed. Time for construction further extended .....	1902
3 Edw. VII	143	“ Lines of railway authorized .....	1903
4 Edw. VII	92	“ Time for construction extended .....	1904
	53 2	(No. 196) Subsidy Act .....	1890
	55-56 5	( “ 241 “ in lieu of 196 .....	1892
	62-63 7	( “ 463) “ additional .....	1899

48-49	21	LAKE ERIE, ESSEX AND DETROIT RIVER RAILWAY CO., incorporated .....	1885
49	10	(No. 69) Subsidy Act .....	1886
50-51	24	( “ 133) “ in lieu of No. 69 .....	1887

See LAKE ERIE AND DETROIT RIVER RAILWAY.

52	57	LAKE MANITOBA RAILWAY AND CANAL CO., incorporated .....	1889
53	79	“ Authorizing extension of line .....	1890
55-56	41	“ Re-incorporation of Company; general powers .....	1892
58-59	52	“ Authorizing agreement with Manitoba and Northwestern Railway, and location and extension of railway .....	1895
58-59	8	“ Authority to transfer half of annual subsidy of Winnipeg and Hudson Bay Railway Company to Company constructing line described .....	1895
60-61	49	“ Confirming agreement with Manitoba and Northwestern Railway Company .....	1895
61	70	“ Authority to enter into an agreement to amalgamate with Manitoba and Northwestern, Winnipeg Great Northern, or Manitoba South-Eastern Railway Companies .....	1897
52	4	(No. XVI.) Subsidy Act, land .....	1889
53	4	( “ XXIII.) “ .....	1890

Now CANADIAN NORTHERN RAILWAY.

57-58	77	LAKE MEGANTIC RAILWAY CO., incorporated .....	1894
49	77	“ Division into sections; and time for construction extended .....	1886

LAKE MEGANTIC RAILWAY CO.—*Continued.*

REIGN.	CHAP.		YEAR
	51 80	" Time for construction again extended.....	1888
	52 81	" Conditions as to when construction may begin; name changed to Nipissing and James' Bay Railway Company.....	1889
63-64	63	LAKE SUPERIOR AND HUDSON'S BAY RAILWAY CO., incorporated.....	1900
45	84	LAKE SUPERIOR AND JAMES' BAY RAILWAY CO., incorporated	1882
		LAKE SUPERIOR, LONG LAKE & ALBANY RAILWAY CO., (Ont., 1902, Ch. 80).	
3 <sup>rd</sup> Edw. VII	57 (No. 620)	Subsidy Act.....	1903
35	76	LAKE SUPERIOR AND MANITOBA RAILWAY CO., incorporated.....	1872
49	81	LAKE SUPERIOR MINERAL RAILWAY CO., incorporated.....	1886
35	79	LAKE SUPERIOR AND WINNIPEG RAILWAY CO., incorporated	1872
54-55	94	LAKE TEMISCAMINGUE COLONIZATION RAILWAY CO., authority to extend railway, and limiting time for completion; power to enter into agreement with Canadian Pacific Railway.....	1891
48-49	59 (No. 55)	Subsidy Act.....	1885
49	10 (" 84)	" for wharves, etc. ....	1886
50-51	24 (" 119)	" in lieu of Nos. 55 and 84.....	1887
50-51	24 (" 122)	Subsidy Act, additional.....	1887
52	3 (" 169)	" "	1889
53	2 (" 216)	" "	1890
55-56	5 (" 278)	" in lieu of Nos. 169 and 216.....	1892
55-56	5 (" 282)	Subsidy Act, additional, and for bridge.....	1892
57-58	4 (" 324)	Subsidy Act, in lieu of Nos. 122 and 278 .....	1894

Operated by CANADIAN PACIFIC RAILWAY.

REIGN.	CHAP.		YEAR
58-59	53	LANGENBURG AND SOUTHERN RAILWAY CO., incorporated	1895
60-61	50	" Time for construction extended; power to enter into agreement with Lake Manitoba Railway and Canal Company.....	1897
49	10	L'ASSOMPTION RAILWAY CO. (Que.) (No. 77) Subsidy Act.....	1886
48-49	59	LEAMINGTON AND ST. CLAIR RAILWAY CO. (Ont 1877, c. 72 and 88). (No. 56) Subsidy Act .....	1885
50-51	24	( " 123) " additional.....	1887
		Amalgamated with CANADA SOUTHERN RAILWAY COMPANY.	
4-5 Edw. VII	177	LEBONK AND THUNDER BAY RAILWAY CO., incorporated	1905
53	55	LINDSAY, BOBCAYGEON AND PON-TYPOOL RAILWAY CO., incorporated.....	1890
55-56	42	" Charter revived and amended	1892
57-58	78	" Charter again revived and amended.....	1894
59	24	" Time for completion extended	1896
62-63	73	" Time for construction limited	1899
1 Edw. VII	72	" Extension of line authorized; power to enter into agreement for sale or lease of line.....	1901
53	2	(No. 197) Subsidy Act .....	1890
55-56	5	( " 271) " additional.....	1892
57-58	4	( " 372) " in lieu of Nos. 197 and 271.....	1894
62-63	7	( " 425) Subsidy Act, in lieu of above....	1899
3 Edw. VII	57	( " 545) " in lieu of No. 425 Leased to CANADIAN PACIFIC RAILWAY.	1903
58-59	54	LINDSAY, HALIBURTON AND MATAWA RAILWAY CO., incorporated.....	1895
60-61	51	" Time for construction extended	1897
62-63	74	" Time for construction extended	1899
37	78	LOCHIEL, HAWKESBURY AND L'ORIGINAL JUNCTION RAILWAY CO., incorporated	1874

REIGN.	CHAP.		YEAR
	61 71	LONDON AND LAKE HURON RAILWAY CO., incorporated	1898
	61 72	" Power to erect telegraph and telephone lines	1898
	51 59	LONDON AND PORT STANLEY RAILWAY CO., confirming agreement with Grand Trunk Railway and Canada Southern Railway	1888
55-56	43	" Defining rights of mortgage and bond holders; representatives of London and St. Thomas eligible as directors; confirming lease to Great Western Railway	1892
56	51	" Agreement for lease of, to Cleveland, Port Stanley and London Transportation and Railway Company, confirmed by 56 V. C. 44	1893
57-58	76	" Confirming agreement for lease to LAKE ERIE AND DETROIT RIVER RAILWAY CO.	1894
3 Edw. VII	145	" Authorizing issue of bonds to City of London	1903
4-5 Edw. VII	118	LONDON AND SAINT CLAIR RAILWAY CO., incorporated	1905
	51 60	LONDON AND SOUTH-EASTERN RAILWAY CO., confirming agreement with CANADA SOUTHERN RAILWAY	1888
	51	LOTBINIERE AND MEGANTIC RAILWAY CO. (Que. 1889, Ch. 89).	
55-56	5 (No. 253)	Subsidy Act	1892
57-58	5 (" 338)	" additional	1894

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MABOU AND GULF RAILWAY CO. (N.S. 1902, Ch. 134).		
3 Edw. VII 57 (No. 562)	Subsidy Act	1903
3 Edw. VII 57 (" 60\$)	" additional	1903

See INVERNESS AND RICHMOND RAILWAY.

REIGN.	CHAP.		YEAR
3 Edw. VII	147	MACLEOD, CARDSTON AND MONTANA RAILWAY CO., incorporated .....	1903
4-5 Edw. VII	119	" Time for construction extended	1905
		MAGANETEWAŃ RIVER RAILWAY CO. (Ont. 1901, Ch. 83).	
63-64	8 (No. 537)	Subsidy Act.....	1901
		MAINE CENTRAL RAILWAÝ, HEREFORD RAILWAY, operated by	
1 Edw. VII	73	MANITOBA RAILWAY CO., Amalgamation of Northern Pacific and Manitoba Railway Co., the Winnipeg Transfer Railway Co., (Limited), the Portage and North-Western Railway Co. and the Washada and North-Eastern Railway Co. under above name.....	1901
54-55	60	MANITOBA AND ASSINIBOIA GRAND JUNCTION RAILWAY CO., incorporated .....	1891
55-56	44	" Power to extend line, and issue debenture stock .....	1892
3 Edw. VII	33	MANITOBA GRAIN ACT, 1900, Section 21, respecting distribution of cars .....	1903
	35	MANITOBA JUNCTION RAILWAY CO. incorporated .....	1872
2 Edw. VII	70	MANITOBA AND KEEWATIN RAILWAY CO., incorporated.....	1902
4 Edw. VII	93	" Time for construction extended	1904
	46	MANITOBA AND NORTH-WESTERN RAILWAY CO. (N. W. T. 1892, No. 8), amending acts of Portage, Westbourne and North-Western Railway and name of changed. ....	1883
	47	" General powers; time for construction extended .....	1884
48-49	86	" As to issue of first and second mortgage bonds .....	1885
	49	" Power to issue mortgage bonds or debenture stock, denomination and rank thereof .....	1886
50-51	79	" Power to construct branch line; issue of bonds ratified. ....	1887

MANITOBA AND NORTH-WESTERN RAILWAY CO.—*Continued.*

REIGN.	CHAP.		YEAR
	51 86	“ Time for construction limited; as to issue of paid up stock . . . . .	1888
	53 78	“ Limit of time for construction; power to issue debenture stock . . . . .	1890
55-56	45	“ Extending time for completion . . . . .	1892
56	52	“ Consolidation and amendment of Acts. . . . .	1893
57-58	79	“ Time for completion further extended . . . . .	1894
60-61	49	“ Confirming agreement with Lake Manitoba Railway and Canal Co. . . . .	1897
2 Edw. VII	71	“ Time for construction extended . . . . .	1902
4 Edw. VII	94	“ Power to construct or acquire branch lines; bond issue limi- ted, time for construction limited . . . . .	1904
48-49	60 (No. IV.)	Subsidy Act, land . . . . .	1885
49	11 (“ VI.)	“ “ “ . . . . .	1886
57-58	4 (“ 358)	“ in lieu of land grant . . . . .	1894

Leased to CANADIAN PACIFIC RAILWAY.

60-61	52	MANITOBA AND PACIFIC RAILWAY CO., incorporated. . . . .	1897
52	60	MANITOBA AND SOUTH-EASTERN RAILWAY CO., incorporated . . . . .	1889
53	77	“ Line of Railway described, and certain powers conferred as to water lots, elevators, etc. . . . .	1890
55-56	46	“ Time for construction of, limited . . . . .	1892
56	53	“ Time for construction extended . . . . .	1893
58-59	55	“ Time for construction further extended . . . . .	1895
60-61	53	“ Time limited for construction of; may enter into agreement with another Company. . . . .	1897
62-63	75	“ Authorizing agreement with Canadian Northern or Ontario and Rainy River Railway Co's; amalgamation or pooling contract with Canadian Pacific Railway prohibited. (Schedule) . . . . .	1899
53	4 (No. XXIV.)	Subsidy Act, land. . . . .	1890

See CANADIAN NORTHERN RAILWAY.

REIGN.	CHAP.		YEAR
42	66	MANITOBA SOUTH-WESTERN COL- ONIZATION RAILWAY CO., incorporated.....	1879
43	53	" Extension of railway authorized power to acquire lands and amalgamate with another Company .....	1880
50-51	80	" Time for completion extended...	1887
48-49	60	(No. III.) Subsidy Act, land.....	1885
54-55	10	( " XXVII.) " " .....	1891
54-55	10	( " XXVIII.) " " .....	1891
		Leased to CANADIAN PACIFIC RAILWAY.	
63-64	64	MANITOULIN AND NORTH SHORE RAILWAY CO. (Ont.) in- corporated .....	1900
1 Edw. VII	74	" Power to extend railway, and time for construction limited; may enter into agreement with other railways for sale or lease .....	1901
2 Edw. VII	72	" Authorizing increase of bond issue.....	1902
3 Edw. VII	148	" Line of Railway described; time for construction limited.....	1903
4-5 Edw. VII	120	" Time for construction of certain lines extended; issue of bonds and mortgage in schedule con- firmed .....	1905
	53	2 (No. 194) Subsidy Act.....	1890
	55-56	5 ( " 270) " in lieu of 194.....	1892
	57-58	4 ( " 343) " additional .....	1894
	63-64	8 ( " 481) " " .....	1900
1 Edw. VII	7	( " 529) " .....	1901
3 Edw. VII	57	( " 578) " Little Current to Sudbury .....	1903
49	79	MASKINONGE AND NIPISSING RAIL- WAY CO., incorporated.....	1886
51	82	" Time for construction extended	1888
52	3	(No. 170) Subsidy Act.....	1889
53	2	( " 217) " additional .....	1890
56	2	( " 311) " in lieu of Nos. 170 and 217.....	1893
50-51	94	MASSAWIPPI JUNCTION RAILWAY CO., incorporated .....	1887
52	84	" Extension authorized and time for construction extended.....	1889

MASSAWIPPI JUNCTION RAILWAY CO.—*Continued.*

REIGN.	CHAP.		YEAR
	50-51	24 (No. 106) Subsidy Act .....	1887
	51	3 (" 137) " in lieu of No. 106...	1888
	52	3 (" 180) " additional .....	1889
	62-63	7 (" 442) " " .....	1899

MATANE AND GASPE RAILWAY CO.  
(Que. 1902, Ch. 60).

3 Edw. VII	57	(No. 598) Subsidy Act.....	1903
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	49	86 MEDICINE HAT RAILWAY AND COAL CO., incorporated.....	1886
	54-55	79 " Charter revived and amended.....	1891
	57-58	80 " Time for construction extended.....	1894
	60-61	54 " Time for construction further extended .....	1897
2 Edw. VII	75	" Time for completion extended.....	1902
	50-51	22 (No. XII.) Subsidy Act, land.....	1887
2 Edw. VII	74	MEDICINE HAT AND NORTHERN ALBERTA RAILWAY CO., incorporated .....	1902
3 Edw. VII	152	" Extensions authorized and time extended .....	1903
4-5 Edw. VII	122	" Time for construction extended .....	1905

## METABETCHOUAN PULP CO. (Que. 1903, Ch. 78).

3 Edw. VII	57	(No. 591) Subsidy Act.....	1903
57-58	81	METIS, MATANE AND GASPE RAILWAY CO., incorporated .....	1894

## MICHIGAN CENTRAL RAILROAD.

See CANADA SOUTHERN RAILWAY.

" TORONTO, HAMILTON AND BUFFALO RAILWAY.

		MIDDLETON AND VICTORIA BEACH RAILWAY CO. (N.S.)	
	63-64	8 (No. 503) Subsidy Act.....	1900
3 Edw. VII	57	(" 566) " .....	1903
	50-51	65 MIDLAND RAILWAY COMPANY OF CANADA, (Ont. 1882, c. 67), time for construction of, extended .....	1887
	55-56	47 " Time for construction further extended .....	1892

Leased to GRAND TRUNK RAILWAY.

REIGN.	CHAP.		YEAR
		MIDLAND RAILWAY CO., Ltd. (N.S. 1896, Ch. 85).	
62-63	7	(No. 421) Subsidy Act, in lieu of No. 336	1899
62-63	7	( " 472) " bridge .....	1899
3 Edw. VII	57	( " 608) " Truro to Brule.....	1903
		See STEWIACKE AND LANSDOWNE RAILWAY.	
		Sold to DOMINION ATLANTIC RAILWAY.	
3 Edw. VII	154	MIDWAY AND VERNON RAILWAY CO., (B. C. 1901, 3. 81), confirming and extending corporate powers granted by British Columbia Legislature.....	1903
3 Edw. VII	57	(No. 612) <sup>3</sup> Subsidy Act.....	1903
	61	73 MILES CANON AND LEWES RIVER TRAMWAY CO., incorporated .....	1898
	61	74 MILES CANON AND WHITE HORSE TRAMWAY CO., incorporated .....	1898
60-61	55	MINDEN AND MUSKOKA RAILWAY CO., incorporated.....	1897
		MINUDIE BRANCH RAILWAY CO. (N.S.)	
50-51	24	(No. 121) Subsidy Act.....	1887
		MINUDIE COAL CO., Limited, (N.S. 1902 Ch. 140).	
	52	3 (No. 161) Subsidy Act.....	1899
57-58	4	( " 334) " in lieu of 161.....	1894
3 Edw. VII	57	( " 565) " 334....	1903
		MONCTON AND BUCTOUCHE RAILWAY CO. (N.B.)	
50-51	24	(No. 101) Subsidy Act.....	1887
	53	75 MONCTON AND PRINCE EDWARD ISLAND RAILWAY AND FERRY CO., incorporated.....	1890
	56	54 " Charter revived and amended....	1893
57-58	82	" Time for commencement and completion extended.....	1894
4-5 Edw. VII	126	MONTEREY RAILWAY, LIGHT AND POWER CO., name changed from Monterey Electric and Gas Co., Limited. Powers of Company in Republic of Mexico .....	1905

REIGN.	CHAP.	MONTFORT COLONIZATION RAILWAY (Que. 1890, Ch. 107).	YEAR
61	75	Confirming incorporation by Province of Quebec; limiting issue of bonds; name changed to MONTFORT AND GATINEAU COLONIZATION RAILWAY CO.....	1898
63-64	65	Extension of railway authorized; bond issue limited .....	1900
55-56	5 (No. 245)	Subsidy Act.....	1892
	56 2 (" 310)	" in lieu of No. 245.....	1893
57-58	4 (" 373)	" additional.....	1894
60-61	4 (" 411)	" additional.....	1897
63-64	8 (" 506)	" additional.....	1900
3 Edw. VII	57 (" 549)	" in lieu of No. 506.....	1903
3 Edw. VII	57 (" 585)	" additional .....	1903
	Sold to GREAT NORTHERN RAILWAY.		
54-55	68	MONTREAL AND ATLANTIC RAILWAY CO., incorporated.....	1891
	55	" As to liabilities of South-Eastern Railway .....	1893
57-58	4 (No. 355)	Subsidy Act, bridge over Yamaska River.....	1894
3 Edw. VII	57 (" 599)	" to South Shore Ry.	1903
	Formerly SOUTH-EASTERN RAILWAY and now part of CANADIAN PACIFIC RAILWAY.		
53	93	MONTREAL BRIDGE CO., incorporated.....	1890
54-55	106	" As to height of bridge across St. Lawrence River; and limiting issue of bonds.....	1891
60-61	67	" Time for completion of bridge extended; and as to issue of bonds on property in Montreal .....	1897
4-5 Edw. VII	127	Agreement with Montreal, Longueuil Bridge Co. confirmed. Name changed to "The Montreal Bridge and Terminal Co." .....	1905
4-5 Edw. VII	127	MONTREAL (THE) BRIDGE AND TERMINAL RAILWAY CO., name of Montreal Bridge Co., changed to.. .....	1905
	See ATLANTIC AND LAKE SUPERIOR RAILWAY CO.		
45	72	MONTREAL AND CENTRAL CANADA RAILWAY CO., incorporated	1882

REIGN.	CHAP.		YEAR
36	87	MONTREAL, CHAMBLY AND SOREL RAILWAY CO., power to make agreements with other railway companies.....	1873
38	70	Name changed to Montreal, Portland and Boston Railway Co. ....	1875
		Now MONTREAL AND PROVINCE LINE RAILWAY.	
33	55	MONTREAL AND CHAMPLAIN JUNCTION RAILWAY CO., incorporated .....	1870
41	29	" Charter revived; time for construction limited.....	1878
42	59	Reviving powers under incorporation.....	1879
47	6	(No. 51) Subsidy Act .....	1885
50-51	24	( " 125) " .....	1887
51	3	( " 136) " .....	1888
55-56	5	( " 247) " in lieu of Nos. 125 and 136.....	1892
		Operated by GRAND TRUNK RAILWAY.	
35	64	MONTREAL AND CHAMPLAIN RAILWAY CO., (2 Wm. IV., 58), Grand Trunk Railway may create mortgage and issue bonds thereon.....	1872
36	17	" Respecting same of, to Grand Trunk Railway, and redemption of securities thereon.....	1873
		Owned by GRAND TRUNK RAILWAY.	
34	47	MONTREAL AND CITY OF OTTAWA JUNCTION RAILWAY CO. incorporated .....	1871
41	28	" Time for completion extended; and may create preference shares .....	1878
42	57	" Amalgamation with COTEAU AND PROVINCE LINE RAILWAY AND BRIDGE CO. ....	1879
		Now CANADA ATLANTIC RAILWAY.	
47	55	MONTREAL AND EUROPEAN SHORT LINE RAILWAY CO., name changed from GREAT AMERICAN AND EUROPEAN SHORT LINE RAILWAY CO. ....	1884

REIGN.	CHAP.	YEAR
51	63	1888
57-58	83	1894
59	27	1896
61	79	1898
62-63	76	
61	76	1898
55-56	48	1892
49	10 (No. 74)	1886
53	2 (" 212)	1890
		Leased to CANADIAN PACIFIC RAILWAY.
3 Edw. VII	156	1903
4 Edw. VII	97	1904
36	82	1873
37	71	1874

MONTREAL NORTHERN COLONIZATION RAILWAY CO.—*Continued.*

REIGN.	CHAP.		YEAR
	38 68	" First mortgage debentures may be issued; name changed to Montreal, Ottawa and Western Railway Co ..	1875
3 Edw. VII	57 (No. 602)	Subsidy Act. Leased to CANADIAN PACIFIC RAILWAY.	1903
	53 58	MONTREAL AND OTTAWA RAILWAY CO., name of VAUDREUIL AND PRESCOTT RAILWAY changed to .....	1890
	54-55 96	" Time for completion limited.....	1891
	57-58 85	" Time for construction extended .....	1894
	59 25	" Time for construction again extended .....	1896
	63-64 66	" Time for construction further extended .....	1900
	50-51 24 (No. 97)	Subsidy Act.....	1887
	53 2 (" 186)	" additional .....	1890
	54-55 8 (" 237)	" revote, unpaid balance of No. 97 .....	1891
	57-58 4 (" 320)	" revote, unpaid balance of 97 and 186 .....	1894
		Leased to CANADIAN PACIFIC RAILWAY.	
	38 68	MONTREAL, OTTAWA AND WESTERN RAILWAY CO., name of Montreal Northern Colonization Railway Co. changed to .....	1875
	46 62	" Extension of line authorized; name changed to MONTREAL AND WESTERN RAILWAY .....	1883
	57-58 84	MONTREAL PARK AND ISLAND RAILWAY CO., (Que 1893, Ch. 65), declaring subject to legislative authority of Canada; as to capital stock and general corporate powers....	1894
	59 28	" Power to issue preference stock and bonds.....	1896
	38 70	MONTREAL, PORTLAND AND BOSTON RAILWAY CO., name of MONTREAL, CHAMBLY AND SOREL RAILWAY CO. changed to .....	1875

MONTREAL, PORTLAND AND BOSTON RAILWAY CO.—*Continued.*

REIGN.	CHAP.		YEAR
	40 58	“ Time for completion extended; application of Railway Act to	1877
	44 43	Power to construct branch Railway .....	1881
	59 26	Power to enter into agreement with another company; authorizing issue of bonds; and confirming sale of, to MONTREAL AND PROVINCE LINE RAILWAY CO. ....	1896
59	26	MONTREAL AND PROVINCE LINE RAILWAY CO., incorporated .....	1896
61	77	“ Time extended for completion .....	1898
63-64	8 (No. 512)	Subsidy Act.....	1900
1 Edw. VII	7 ( “ 518)	“ in lieu of 512. ....	1901
Operated by CENTRAL VERMONT RAILWAY.			
4-5 Edw. VII	128	MONTREAL, QUEBEC AND SOUTHERN RAILWAY CO. incorporated .....	1905
MONTREAL AND SOREL RAILWAY CO. (Que., 1881, Ch. 35).			
48-49	59 (No. 47 )	Subsidy Act.....	1885
	53 2 ( “ 210)	“ .....	1890
Now SOUTH SHORE RAILWAY of Quebec.			
60-61	56	MONTREAL AND SOUTHERN COUNTRIES RAILWAY CO., incorporated .....	1897
61	78	“ Time for construction of extension limited; apportionment of bonds, and general powers .....	1898
2 Edw. VII	78	Authorizing connection with other railways; time for construction limited .....	1902
4-5 Edw. VII	129	Power to acquire another company; capital increased; time for construction extended .....	1905
2 Edw. VII	80	MONTREAL SUBWAY CO., incorporated .....	1902
62-63	76	MONTREAL TERMINAL RAILWAY CO., name of MONTREAL ISLAND BELT LINE changed to .....	1899
4 Edw. VII	99	Branch lines authorized .....	1904

46	62	MONTREAL AND WESTERN RAILWAY CO., name changed from MONTREAL, OTTAWA AND WESTERN RAILWAY .....	1883
53	67	“ Confirming agreement with Canadian Pacific Railway for lease of.....	1890
55-56	49	“ Time for construction extended	1892
46	25	(No. 12) Subsidy Act.....	1883
47	8	( “ 28) “ additional .....	1884
49	10	( “ 78) “ in lieu of No. 28....	1886
53	2	( “ 206) “ in lieu of No. 78....	1890
Leased to CANADIAN PACIFIC RAILWAY			
52	54	MOOSE JAW AND EDMONTON RAILWAY CO., incorporated.....	1889
4-5 Edw. VII	130	MOOSE JAW AND EDMONTON RAILWAY CO., incorporated.....	1905
63	64	MORRIS AND PORTAGE RAILWAY CO., incorporated.....	1900
53	60	MOUNT FOREST, MARKDALE AND MEAFORD RAILWAY CO., incorporated .....	1890

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56	56	NAKUSP AND SLOCAN RAILWAY CO. incorporated .....	1893
61	80	“ Authority to construct a line or railway from Three Forks to Whitewater, and to erect telegraph lines .....	1898
1 Edw. VII	75	“ Time for construction extended	1901
57-58	4	(No. 362) Subsidy Act.....	1894
Leased to CANADIAN PACIFIC RAILWAY.			
42	67	NAPANEE, TAMWORTH AND QUEBEC RAILWAY CO., incorporated .....	1879
47	62	“ Authorizing construction of branch lines, and issue of bonds .....	1884
49	68	“ Time extended for completion....	1886
52	77	“ Confirming agreement with Kingston and Pembroke Railway Co.....	1889

NAPANEE, TAMWORTH AND QUEBEC RAILWAY CO.—*Continued.*

REIGN.	CHAP.		YEAR
	53 62	" Name of, changed to Kingston, Napanee and Western Railway Co. ....	1890
	46 25	(No. 13) Subsidy Act. ....	1883
	47 8	( " 27) " ....	1884
48-49	59	( " 57) " in lieu of No. 27....	1885
	49 10	( " 94) " in lieu of No. 57....	1886
50-51	24	( " 107) " additional ....	1887
	52 3	( " 166) " ....	1889
		See KINGSTON, NAPANEE AND WESTERN RAILWAY.	
	44 48	NAPIERVILLE JUNCTION RAILWAY AND QUARRY CO., incorporated ....	1881
55-56	5	(No. 250) Subsidy Act. ....	1892
57-58	4	( " 328) " in lieu of No. 250....	1894
3 Edw. VII	71	NATIONAL TRANSCONTINENTAL RAILWAY, respecting construction of....	1903
4 Edw. VII	24	" Amending 3 Edw. VII, Ch. 71, and confirming agreements with Grand Trunk Railway and Grand Trunk Pacific Railway ....	1904
		See GRAND TRUNK PACIFIC RAILWAY.	
62-63	39	NAVIGABLE WATERS, amending Expropriation Act of 1889, as to diversions of streams and highways ....	1899
37	75	NEPIGON AND MANITOBA RAILWAY CO., incorporated....	1874
56	57	NELSON AND FORT SHEPPARD RAILWAY CO., incorporated....	1893
59	29	" Power to erect telegraph and telephone lines....	1896
		Operated by SPOKANE FALLS AND NORTHERN RAILWAY.	
43	57	NELSON VALLEY RAILWAY AND TRANSPORTATION CO., incorporated ....	1880
46	69	" Confirming amalgamation with WINNIPEG AND HUDDSON'S BAY RAILWAY CO.	1883

REIGN.	CHAP.		YEAR
2 Edw. VII	82	NEPIGON RAILWAY CO., incorporated	1902
3 Edw. VII	57	(No. 577) Subsidy Act.....	1903
4 Edw. VII	34	( " 629) " in lieu of 577.....	1904
37	76	NEUTRAL LINK RAILWAY CO., incorporated .....	1874
44	42	NEW BRUNSWICK RAILWAY CO., (1870, Ch. 49), extension of line authorized; may construct bridges over St. John River; general powers.....	1881
46	59	" Authorizing increase of capital stock; confirming agreement with Canada Railroad Co.....	1883
47	75	" Confirming lease of St. John and Maine Railway.....	1884
50-51	76	" Further issue of bonds author- ized .....	1887
53	71	" Authority to issue consolidated debenture stock, and provi- sions respecting obligations.....	1890
54-55	99	" Further as to issue of consoli- dated debenture stock.....	1891
54-55	74	" Confirming lease of, to Canadian Pacific Railway Co.....	1891
55-56	59	" Confirming modification of lease of St. John and Maine Rail- way, 47 V. c. 75.....	1892
		Leased to CANADIAN PACIFIC RAILWAY.	
		NEW BRUNSWICK COAL AND RAIL- WAY CO. (1901, Ch. 77).	
1 Edw. VII	7	(No. 522) Subsidy Act.....	1901
		See CENTRAL RAILWAY CO. of N.B.	
52	85	NEW BRUNSWICK AND PRINCE ED- WARD ISLAND RAILWAY CO. (1874, Ch. 65), financial arrangement; issue of bonds; application af Railway Act to	1889
48-49	59	(No. 46) Subsidy Act.....	1885
		NEW GLASGOW IRON, COAL AND RAILWAY CO. (N.S. 1888, Ch. 126).	
55-56	5	(No. 268) Subsidy Act.....	1892
57-58	4	( " 364) " .....	1894
		Now NOVA SCOTIA STEEL CO.	

REIGN.	CHAP.		YEAR
	51 67	NEW YORK, ST. LAWRENCE AND OTTAWA RAILWAY CO., incorporated .....	1888
		NEW YORK CENTRAL RAILROAD. See OTTAWA AND NEW YORK RAILWAY.	
		ST. LAWRENCE AND ADIRONDACK RAILWAY.	
	50-51 96	NIAGARA FALLS BRIDGE CO., in- corporated .....	1887
	38 72	NIAGARA FALLS INTERNATIONAL BRIDGE CO., confirming agreement with the NIAGARA F A L L S . SUSPENSION BRIDGE CO. and the GREAT WESTERN RAILWAY CO..	1875
	38 72	NIAGARA F A L L S SUSPENSION B R I D G E C O., confirming agreement with the NIAGARA FALLS INTERNATIONAL BRIDGE CO. and the GREAT WESTERN RAILWAY.... ....	1875
	57-58 98	" Confirming agreement with Com- missioners of Queen Victoria Niagara Falls park and Nia- gara Falls Park and River Railway Co.; as to bonding and general powers.....	1894
	47 81	NIAGARA FRONTIER BRIDGE CO., incorporated .....	1884
	49 89	" Time for construction extended	1886
	37 77	NIAGARA GRAND ISLAND BRIDGE CO., incorporated.....	1874
	40 64	" Time for commencement and completion extended .. ....	1877
	43 60	" Time for completion again ex- tended .. ....	1880
	45 86	" Time for completion further ex- tended .. ....	1882
	49 88	" Time for completion further ex- tended.....	1886
	52 86	" Time for completion further ex- tended .. ....	1889
	54-54 105	" Time for completion further ex- tended .. ....	1891
	57-58 99	" Time for completion further ex- tended.....	1894
	60-61 68	" Time for completion further ex- tended .. ....	1897
	63-64 108	" Time for completion extended ..	1900
3 Edw. VII	161	" Time for construction extended	1903

REIGN.	CHAP.		YEAR
58-59	61	NIAGARA, HAMILTON AND PACIFIC RAILWAY CO., name of ST. CATHARINES AND NIAGARA CENTRAL RAILWAY CO. changed to.....	1895
		Now NIAGARA, ST. CATHARINES AND TORONTO RAILWAY.	
45	88	NIAGARA PENINSULA BRIDGE CO., incorporated .....	1882
3 Edw. VII	162	NIAGARA, QUEENSTON AND ST. CATHARINES RAILWAY CO., incorporated .....	1903
62-63	77	NIAGARA, ST. CATHARINES AND TORONTO RAILWAY CO., incorporated .....	1899
1 Edw. VII	76	" Power to acquire other railways by agreement of lease or purchase .....	1901
2 Edw. VII	83	Power to acquire and guarantee securities of another company; time for construction limited.....	1902
4-5 Edw. VII	132	" Time for construction of railway extended .....	1905
		See NIAGARA, HAMILTON AND PACIFIC RAILWAY.	
3 Edw. VII	164	NICOLA, KAMLOOPS AND SIMALKAMEEN COALAND RAILWAY CO. (1891, Ch. 47), confirming incorporation by British Columbia Legislature .....	1903
4 Edw. VII	103	" Bond issue limited; power to enter into agreement with Canadian Pacific Railway, Kettle River Valley Railway, Vancouver, Victoria and Eastern Railway and Navigation Co. and Coast-Kootenay Railway Co.....	1904
4-5 Edw. VII	134	" Declaring subject to legislative authority of Canada; describing line of railway authorized, and limit of time for construction .....	1905
3 Edw. VII	57 (No. 570)	Subsidy Act.....	1903
		Leased to CANADIAN PACIFIC RAILWAY.	

REIGN.	CHAP.	YEAR	
55-56	50	NICOLA VALLEY RAILWAY CO., (1891 Ch. 59), confirming incorpora- tion by Legislature of British Columbia; bond issue limited; power to extend line of rail- way .....	1892
55-56	5	(No. 252) Subsidy Act.....	1892
57-58	4	( " 361) " additional .....	1894
52	81	NIPISSING AND JAMES' BAY RAIL- WAY CO., name of LAKE NIPISSING AND JAMES' BAY RAILWAY changed to .....	1889
55-56	51	" Time limited for completion of railway .....	1892
59	30	" Consolidation of Acts; issue of bonds; power to enter into agreement with another com- pany .....	1896
62-63	78	" Time for construction limited.....	1899
63-64	68	" Time for construction further extended .....	1900
3 Edw. VII	165	" Time for construction extended .....	1903
55-56	5	(No. 286) Subsidy Act.....	1892
57-58	4	( " 337) " in lieu of 286.....	1894
63-64	8	( " 489) " renewal .....	1900
Charter owned by GRAND TRUNK RAILWAY CO. OF CANADA.			
2 Edw. VII	84	NIPISSING AND OTTAWA RAILWAY CO., incorporated.....	1902
3 Edw. VII	166	NIPISSING AND PONTIAC RAILWAY CO., incorporated.....	1903
53	70	NORTH CANADIAN ATLANTIC RAIL- WAY AND STEAMSHIP CO. incorporated .....	1890
56	58	" Charter revived and amended, and name changed to QUE- BEC AND LABRADOR RAILWAY AND STEAM- SHIP CO.....	1893
34	45	NORTH GREY RAILWAY CO. (1870-71 Ch. 30), confirming agree- ments for lease to NORTH- ERN RAILWAY CO.....	1871
33	52	NORTHERN COLONIZATION RAIL- WAY CO., amalgamation with CANADA CENTRAL RAILWAY CO.....	1870

REIGN.	CHAP.		YEAR
35	66	NORTHERN EXTENSION RAILWAYS CO., lease of lines to Northern Railway Co.....	1872
38	65	" Amalgamation with NORTHERN RAILWAY CO. OF CANADA .....	1875
		See GRAND TRUNK RAILWAY CO.	
47	67	NORTHERN AND NORTH-WESTERN JUNCTION RAILWAY CO., line of railway described; application of Railway Act to, and power to issue additional bonds .....	1884
		See GRAND TRUNK RAILWAY CO.	
44	45	NORTHERN, NORTH-WESTERN AND SAULT STE. MARIE RAILWAY CO., incorporated.....	1881
46	67	" Charter amended; time for construction extended; and name changed to NORTHERN AND PACIFIC JUNCTION RAILWAY CO.....	1883
		See GRAND TRUNK RAILWAY CO.	
46	67	NORTHERN AND PACIFIC JUNCTION RAILWAY CO., name of Northern, North-Western and Sault Ste. Marie Railway Co. changed to.....	1883
49	76	" Provisions as to bond issue; agreement for lease of Northern Railway and the Hamilton and North-Western Railway; also agreement with Her Majesty .....	1886
45	14 (No. 1)	Subsidy Act: .....	1882
46	25 (" 16)	" additional .....	1883
52	3 (" 160)	" revote, unpaid balances Nos. 1 and 16. ....	1889
53	2 (" 188)	" revote, unpaid balances Nos. 1 and 16.....	1890

Now part of GRAND TRUNK RAILWAY SYSTEM.

REIGN.	CHAP.		YEAR
52	58	NORTHERN PACIFIC AND MANITOBA RAILWAY CO. (1889, Ch. 58), confirming Provincial incorporation; and as to issue of bonds. ....	1889
62-63	79	Time for construction extended; authority to build branch lines	1899
1 Edw. VII	53	Power to lease railway to Canadian Northern Railway; Schedules A and B confirmed.....	1901
1 Edw. VII	73	Authorizing amalgamation with Manitoba Railway Co., and powers defined.....	1901
1 Edw. VII	52	Amalgamation with Canadian Northern Railway confirmed	1901
		Now CANADIAN NORTHERN RAILWAY.	
31	86	NORTHERN RAILWAY CO. OF CANADA, (1859, Ch. 89), confirming legislation of Province of Ontario respecting; as to issue of bonds, and general powers	
34	45	Power to make agreements to lease .....	1868
35	66	Agreement with Northern Extensions Railway legalized and confirmed .....	1871
38	23	Lien of Dominion upon.....	1872
38	65	Capital re-arranged; and agreement with Northern Extensions Railway Co. confirmed..	1875
39	6	Amending 38 V. c. 23, lien of Dominion .....	1875
40	47	Claim of Dominion upon, and application of moneys received .....	1876
40	57	Financial arrangement; and as to discharge of lien of Dominion upon .....	1877
41	26	Confirming agreement with North Simcoe Railway Co; as to payment of interest to holders of debentures. ....	1877
44	38	Power to issue bonds, and provisions relating to same; agreements with Hamilton and North-Western Railway Co. (schedules) .....	1878
44	39	As to construction of sec. 12, 40 V. c. 57. ....	1881
			1881

NORTHERN RAILWAY CO. OF CANADA—*Continued.*

REIGN.	CHAP.		YEAR
46	56	" Power to issue perpetual debenture stock; and as to rank of stock or bonds.....	1883
47	65	" As to agreement with Hamilton and North-Western Railway respecting payment of interest on bonds; provision as to subsidy to Northern and Pacific Junction Railway.....	1884
Now part of GRAND TRUNK RAILWAY SYSTEM.			
53	74	NORTHERN AND WESTERN RAILWAY CO. OF NEW BRUNSWICK, (1872, Ch. 33), confirming incorporation by Legislature of New Brunswick; authority to purchase Chatham Branch; as to issue of bonds, and name changed to "The Canada Eastern Railway Co. ....	1890
46	25	(No. 11) Subsidy Act .....	1883
47	8	( " 29) " in lieu of No. 11....	1884
48-49	59	( " 50) " additional .....	1885
48-49	59	( " 61) " .....	1885
49	10	( " 67) " additional .....	1886
See CANADA EASTERN RAILWAY CO.			
2 Edw. VII	85	NORTH SHORE POWER, RAILWAY AND NAVIGATION CO., incorporated .....	1902
47	72	NORTH-WEST CENTRAL RAILWAY CO., name of Souris and Rocky Mountain Railway changed to; time for completion extended; and as to bond issue.....	1884
49	74	" Time for construction again extended; liability for debts and claims .....	1886
49	11	" Governor in Council authorized to grant land subsidy.....	1886
See GREAT NORTH-WEST CENTRAL RAILWAY.			
3 Edw. VII	167	NORTH - WEST COAL AND COKE RAILWAY CO., incorporated .....	1903
4-5 Edw. VII	100	" Time for construction extended, and name changed to "The Great West Railway Co.".....	1905

REIGN.	CHAP.		YEAR
	35 78	NORTH-WESTERN RAILWAY CO. OF MANITOBA, incorporated.....	1872
	52 65	NORTH-WESTERN RAILWAY CO. OF CANADA, name of ALBER- TA & ATHABASKA RAIL- WAY changed to; extension of line authorized .....	1889
	47 74	NORTH-WESTERN COAL AND NAVI- GATION CO., confirming in- corporation under Imperial Act; general corporate powers granted .....	1884
	53 89	" Extension of time for construc- tion authorized; and fixing time for completion.....	1890
48-49	60 (No. II.)	Subsidy Act, land.....	1885
50-51	22 (" IX.)	" "	1887
	52 4 (" XIII.)	" "	1889
	53 4 (" XXII.)	" "	1890
		See ALBERTA RAILWAY AND COAL CO.	
		Operated by CANADIAN PACIFIC RAILWAY.	
	52 59	NORTH-WESTERN JUNCTION AND LAKE OF THE WOODS RAILWAY CO., incorporated	1889
	31 87	NORTH-WEST NAVIGATION AND RAILWAY CO., time for completion of works extended	1868
	49 92	NORTHUMBERLAND STRAITS TUN- NEL RAILWAY CO., in- corporated .....	1886
		NORWOOD AND APSLEY RAILWAY CO. (Ont. 1901, Ch. 88).	
1 Edw. VII	7 (No. 533)	Subsidy Act.....	1901
		NOVA SCOTIA CENTRAL RAILWAY CO. (1886, Ch. 17).	
50-51	24 (No. 129)	Subsidy Act.....	1887
	51 3 (" 135)	" .....	1888
	56 2 (" 307)	" revote, unpaid bal- ances .....	1893
1 Edw. VII	77	NOVA SCOTIA EASTERN RAILWAY CO., Limited; (1901, Ch. 130), declaring railway to be for the general advantage of Canada	1901

NOVA SCOTIA EASTERN RAILWAY CO.—*Continued.*

REIGN.	CHAP.		YEAR
1 Edw. VII	7	(No. 516) Subsidy Act.....	1901
1 Edw. VII	7	( " 519) " .....	1901
3 Edw. VII	57	( " 563) " .....	1903
3 Edw. VII	57	( " 607) " .....	1903
NOVA SCOTIA SOUTHERN RAILWAY CO. (1894, Ch. 76).			
53	2	(No. 207) Subsidy Act.....	1890
55-56	5	( " 272) " in lieu of No. 207...	1892
62-63	7	( " 431) " .....	1899
62-63	7	( " 432) " .....	1899

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ONTARIO, BELMONT AND NORTH-  
ERN RAILWAY CO. (1891,  
Ch. 9).

55-56	5	(No. 246) Subsidy Act.....	1892
56	2	( " 298) " in lieu of no. 246	1893
62-63	7	( " 460) " additional .....	1899

Operated by CENTRAL ONTARIO RAILWAY CO.

1 Edw. VII	78	ONTARIO, HUDSON'S BAY AND WESTERN RAILWAYS CO. (1899, Ch. 101), confirming incorporation by Legislature of Ontario, and defining powers .....	1892
4-5 Edw. VII	138	" Time for construction extended	1901
			1905
52	61	ONTARIO, MANITOBA AND WEST- ERN RAILWAY CO., incor- porated .....	1889
54-55	67	ONTARIO AND NEW YORK BRIDGE CO., incorporated .....	1891
4-5 Edw. VII	161	ONTARIO (THE) NORTHERN AND TIMAGIMI RAILWAY CO., name of Timagimi Railway Co. changed to .....	1905
45	78	ONTARIO PACIFIC RAILWAY CO., in- corporated .....	1882
46	66	" Powers of Navigation granted; bridges may be built over Rideau Canal .....	1883
47	57	" Railway bridge over St. Law- rence River may be con- structed for general traffic.....	1884

ONTARIO PACIFIC RAILWAY CO.—*Continued.*

REIGN.	CHAP.		YEAR
48-49	19	“ Time for construction extended; authority to sell branch lines	1885
50-51	58	“ Time for construction again extended.	1887
53	57	“ Authority to convert bond issue; and as to time for completion	1890
55-56	52	“ Time for construction again extended.	1892
60-61	57	“ May cancel trust deed; time for construction again extended; name changed to Ottawa and New York Railway	1897
47	8 (No. 31)	Subsidy Act.....	1884
50-51	24 (“ 115)	“ additional .....	1887
52	3 (“ 150)	“ .....	1889
55-56	5 (“ 288)	“ in lieu of No. 150	1892

## Now OTTAWA AND NEW YORK RAILWAY CO.

37	74	ONTARIO AND PACIFIC JUNCTION RAILWAY CO., incorporated	1874
42	58	“ Limiting time for commencement and completion.....	1879
43	51	“ Provision for sinking fund; and as to issue of preferential stock .....	1880
44	41	“ As to running powers over other railways, and interchange of traffic with.....	1881
34	48	ONTARIO AND QUEBEC RAILWAY CO., incorporated .....	1871
44	44	“ Incorporated and re-organized...	1881
46	58	“ Junction with Credit Valley Railway authorized: traffic arrangements and running powers; may issue debenture stock instead of bonds.....	1883
47	54	“ Confirming lease of, to Canadian Pacific Railway .....	1884
47	61	“ As to issue of debenture stock; time for completion extended; confirming agreements with Toronto, Grey and Bruce, Atlantic and North-West, Canadian Pacific, and Credit Valley Railway Companies...	1884
50-51	62	“ Authority to lease part of West Ontario Pacific Railway.....	1887

ONTARIO AND QUEBEC RAILWAY CO.—*Continued.*

REIGN.	CHAP.		YEAR
51	53	" Authority to build Don Branch, and time for construction extended .....	1888
52	74	" Exchange of Land with Land Security Company ratified .....	1889
53	2 (No. 189)	Subsidy Act (West Ontario Pacific Railway).....	1890
Leased to CANADIAN PACIFIC RAILWAY.			
54-55	82	ONTARIO AND RAINY RIVER RAILWAY CO., (Ont. 1886, Ch. 75), declaring legislative authority of Canada; may issue debentures; and confirming agreements with Port Arthur, Duluth and Western Railway.....	1891 <i>Subject to</i>
61	81	" Time for completion exended and limited; and line of railway described.....	1898
62-63	80	" Power to acquire Port Arthur, Duluth & Western Railway, and to enter into agreement for amalgamation with Canadian Northern, but prohibiting amalgamation with C. P. Railway.....	1899
63-64	69	" Time for completion of portion of line extended.....	1900
60-61	4 (No. 390)	Subsidy Act .....	1897
62-63	7 (" 433)	" in lieu of No. 390 .....	1899
62-63	7 (" 444)	" additional .....	1899
62-63	7 (" 466)	" .....	1899
See PORT ARTHUR, DULUTH AND WESTERN RAILWAY.			
Now part of the CANADIAN NORTHERN RAILWAY CO.			
50-51	61	ONTARIO AND SAULT STE. MARIE RAILWAY CO., (1881, Ch. 68), confirming agreement with Canadian Pacific Railway as to right of way; limiting time for completion; and as to bridge over Ste. Marie River .....	1887

REIGN.	CHAP.		YEAR
1 Edw. VII	79	ORFORD MOUNTAIN RAILWAY CO., (1888, Ch. 98), confirming incorporation by Legislature of Quebec, and defining powers as to bond issue or lease or sale to another railway company.....	1901
2 Edw. VII	87	Time for construction extended	1902
	53	2 (No. 228) Subsidy Act .....	1890
	62-63	7 ( " 428) " additional.....	1899
3 Edw. VII	57	( " 594) " .....	1903
54-55	91	OSHAWA RAILWAY CO., name of OSHAWA RAILWAY AND NAVIGATION CO changed to.....	1891
58-59	56	" Authority to issue bonds and classification thereof; By-law of Twp. of East Whitby confirmed; time for construction limited.....	1895
63-64	70	" Powers enlarged, and time for completion extended.....	1900
54-55	8	(No. 233) Subsidy Act .....	1891
	56	8 ( " 314) " in lieu of No. 233	1893
50-51	92	OSHAWA RAILWAY AND NAVIGATION CO., incorporated.....	1887
50-51	24	(No. 112) Subsidy Act.....	1887
		See OSHAWA RAILWAY CO.	
54-55	93	OTTAWA, ARNPRIOR AND PARRY SOUND RAILWAY CO., (1888, Ch. 71), amalgamation with Ottawa and Parry Sound Railway, and Ottawa, Arnprior and Renfrew Railway under above name.....	1891
58-59	57	" Time for completion extended	1895
	60	8 " Amalgamation with Parry Sound Colonization Railway, and agreement with, confirmed; general powers conferred.....	1896
62-63	81	" Amalgamation with Canada Atlantic Railway authorized and confirmed, (Schedule)....	1899

OTTAWA, ARNPRIOR AND PARRY SOUND RAILWAY CO.—*Continued.*

REIGN.	CHAP.		YEAR
	49	10 (No. 71) Subsidy Act .....	1886
	51	3 (" 134) " in lieu of No. 71 .....	1888
	52	3 (" 153) " additional .....	1889
	53	2 (" 199) " .....	1890
	55-56	5 (" 242) " .....	1892
	55-56	5 (" 276) " in lieu of No. 199 .....	1892
	55-56	5 (" 277) " in lieu of No. 153 .....	1892
	60-61	4 (" 388) " additional .....	1897
		Now CANADA ATLANTIC RAILWAY.	
	45	74 OTTAWA AND ARNPRIOR JUNCTION RAILWAY CO., incorporated .....	1882
	58-59	58 OTTAWA AND AYLMER RAILWAY BRIDGE CO., incorporated .....	1895
	63-64	71 OTTAWA, BROCKVILLE AND ST. LAWRENCE RAILWAY CO., incorporated .....	1900
2 Edw. VII	88	" Time for construction extended .....	1902
4 Edw. VII	109	" Time for construction further extended .....	1904
	55-56	53 OTTAWA CITY PASSENGER RAILWAY CO., authority to extend railway into Province of Quebec, to use Union Bridge; and to convey or lease to other companies .....	1892
	57-58	86 OTTAWA ELECTRIC RAILWAY CO., confirming agreement with Ottawa City Passenger Railway Company and City of Ottawa .....	
	62-63	82 " Extension of railway authorized and authority to run cars on Sundays .....	1894
3 Edw. VII	171	" Authority to borrow money and issue bonds .....	1899
	57-58	87 OTTAWA AND GATINEAU RAILWAY CO., name of Ottawa and Gatineau Valley Railway changed to .....	1903
	60-61	58 " Time for completion of railway extended .....	1894
	62-63	83 " Time for construction extended .....	1897
			1899

OTTAWA AND GATINEAU RAILWAY CO.—*Continued.*

REIGN.	CHAP.		YEAR
1 Edw. VII	80	" Name changed to Ottawa, Northern and Western Railway Co., and authorizing sale of line of railway	1901
60-61	4 (No. 379)	Subsidy Act, in lieu of No. 349	1897
60-61	4 (" 409)	" unpaid balance of No. 305..	1897
62-63	7 (" 453)	" additional	1899
1 Edw. VII	7 (" 526)	Subsidy Act, in lieu of No. 379	1901
1 Edw. VII	7 (Sec. 3)	" bal. Hull to Desert	1901
See OTTAWA, NORTHERN & WESTERN RAILWAY CO.			
50-51	74	OTTAWA AND GATINEAU VALLEY RAILWAY CO., (1871, Ch. 26), confirming incorporation by Quebec Legislature; limit of time for construction.....	1887
57-58	87	" Consolidation of Acts; name changed to Ottawa and Gatineau Railway; agreement with Pontiac, Pacific Railway as to construction of bridge from Hull to Ottawa confirmed.....	1894
46	25 (No. 8)	Subsidy Act .....	1883
47	8 (" 26)	" additional .....	1884
48-49	59 (" 58)	" in lieu of Nos. 8 and 26 .....	1885
52	3 (" 151)	Subsidy Act .....	1889
56	2 (" 305)	" revote, unpaid balance of No. 151 .....	1893
57-58	4 (" 349)	Subsidy Act .....	1894
See OTTAWA AND GATINEAU RAILWAY.			
61	112	OTTAWA INTER-PROVINCIAL BRIDGE CO., incorporated	1898
60-61	4 (No. 414)	Subsidy Act, bridge Hull to Ottawa .....	1897
63-64	8 (" 492)	Subsidy Act, additional to bridge .....	1900
See INTER-PROVINCIAL BRIDGE CO.			
53	66	OTTAWA, MORRISBURG AND NEW YORK RAILWAY CO., incorporated	1890
53	2 (No. 191)	Subsidy Act .....	1890

REIGN.	CHAP.		YEAR
60-61	57	OTTAWA AND NEW YORK RAILWAY CO., name of ONTARIO PACIFIC RAILWAY CO. changed to.....	1897
61	82	Head office to be in Ottawa; annual meetings.....	1898
4-5 Edw. VII	141	" As to qualification of directors	1905
60-61	4 (No. 375)	Subsidy Act, in lieu of 288.....	1897
63-64	8 (" 490)	" towards bridge.....	1900
		Sold to NEW YORK CENTRAL RAILROAD.	
1 Edw. VII	81	OTTAWA, NORTHERN AND WESTERN RAILWAY CO., name of Ottawa and Gatineau Railway Co. changed to.....	1901
2 Edw. VII	89	" Powers as to purchase of securities; authority to sell or lease to other companies.....	1902
3 Edw. VII	173	" Time for construction extended	1903
4 Edw. VII	111	" Time for construction and completion of branches extended	1904
4-5 Edw. VII	142	" Time for construction of Railway extended.....	1905
62-63	7 (No. 426)	Subsidy Act, Aylmer to Hull	1899
1 Edw. VII	7 (" 526)	" .....	1901
1 Edw. VII	7 (Sec. 3)	" unearned balance	1901
3 Edw. VII	57 (No. 557)	" in lieu of 426 and 453 .....	1903
		Sold to CANADIAN PACIFIC RAILWAY.	
51	65	OTTAWA AND PARRY SOUND RAILWAY CO., incorporated	1888
54-55	93	" Name changed to OTTAWA, ARNPRIOR AND PARRY SOUND RAILWAY CO.	1891
42	56	OTTAWA RIVER, railway bridge Hull to Ottawa.....	1879
3 Edw. VII	172	OTTAWA RIVER RAILWAY CO., incorporated.....	1903
4 Edw. VII	112	" Authorizing extension of railway and agreements with other companies, and increase of bond issue.....	1904

OTTAWA RIVER RAILWAY CO.—*Continued.*

REIGN.	CHAP.		YEAR
4-5 Edw. VII	79	“ Lines of railway described; time for construction of railways of companies acquired or amalgamated with extended; deposit of security for construction. Authority to change name to “The Central Railway Company of Canada”.....	1905
3 Edw. VII	57 (No. 553)	Subsidy Act .....	1903
4 Edw. VII	34 (“ 634)	“ in lieu of 602.....	1904
4 Edw. VII	34 (“ 635)	“ in lieu of 553.....	1904
55-56	54	OTTAWA VALLEY RAILWAY CO., incorporated .....	1892
49	10 (No. 79)	Subsidy Act.....	1886
		See ATLANTIC AND LAKE SUPERIOR.	
34	46	OTTAWA, VAUDREUIL AND MONTREAL RAILWAY CO., defining and confirming rights granted by Provincial Legislature; time for construction extended, and name changed from VAUDREUIL RAILWAY CO.....	1871
45	77	OTTAWA, WADDINGTON AND NEW YORK RAILWAY AND BRIDGE CO., incorporated .....	1882
47	58	“ Power to issue bonds and preference stock; time for commencement and completion limited.....	1884
55-56	55	“ Charter revived, and time for construction extended.....	1892
48-49	59 (No. 45)	Subsidy Act.....	1885
53	61	OWEN SOUND AND LAKE HURON RAILWAY CO., incorporated .....	1890
4-5 Edw. VII	144	OWEN SOUND & MEAFORD RAILWAY CO., incorporated.....	1905

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35	89	PACIFIC JUNCTION BRIDGE CO., incorporated.....	1872
2 Edw. VII	90	PACIFIC NORTHERN AND OMINNECA RAILWAY CO., incorporated .....	1902
4 Edw. VII	114	“ Time for construction extended .....	1904

REIGN.	CHAP.		YEAR
46	73	PACIFIC AND PEACE RIVER RAILWAY CO., incorporated.....	1883
37	2	PACIFIC RAILWAY AND CANAL LOAN ACT.....	1874
35	71	PACIFIC RAILWAY, THE CANADIAN (Repealed Act).....	1872
		PARRY SOUND COLONIZATION RAILWAY CO. (1885, Ch. 78).	
49	10	(No. 71) Subsidy Act.....	1886
52	3	( " 153) " additional.....	1889
56	2	( " 312) " revote, balance of No. 153.....	1893
57-58	4	( " 342) Subsidy Act .....	1894
		See OTTAWA, ARNPRIOR AND PARRY SOUND RAILWAY.	

PASSENGER TICKETS,  
See RAILWAY PASSENGER TICKETS.

60-61	4	PEMBROKE SOUTHERN RAILWAY CO. (Ont., 1893, Ch. 96)..... (No. 389) Subsidy Act.....	1897
3 Edw. VII	175	PERE MARQUETTE INTERNATIONAL BRIDGE CO., incorporated.....	1903
54-55	63	PETERBOROUGH, SUDBURY AND SAULT STE. MARIE RAILWAY CO., incorporated.....	1891
54-55	63	PHILLIPSBURG JUNCTION RAILWAY AND QUARRY CO., (Que., 1888, Ch. 107).	
55-56	5	(No. 255) Subsidy Act.....	1892
57-58	4	( " 322) " revote, unpaid balance of No. 255.....	1894
60-61	4	( " 392) Subsidy Act, in lieu of No. 392	1899
4 Edw. VII	116	PONTIAC AND INTER-PROVINCIAL RAILWAY CO., incorporated	1904
		PONTIAC AND KINGSTON RAILWAY CO. (Que. and Ont.)	
57-58	4	(No. 363) Subsidy Act.....	1894
57-58	88	PONTIAC AND OTTAWA RAILWAY CO., incorporated	1894
57-58	4	(No. 348) Subsidy Act.....	1894

REIGN.	CHAP.		YEAR
	43 55	PONTIAC PACIFIC JUNCTION RAILWAY CO., incorporated.....	1880
	45 69	" Authority to construct bridge over Ottawa River and provisions respecting; time for construction of railway extended.....	1882
50-51	73	" Powers as to construction of bridge across Ottawa River; may mortgage to secure bonds; may agree with Canadian Pacific Railway for purchase of Aylmer Branch	1887
	52 82	" Time for completion extended	1889
	53 68	" Extending time for construction of bridge over Ottawa River; as to issue of bonds; and division of railway into sections.....	1890
	53 69	" Authority to purchase Aylmer Branch confirmed.....	1890
55-56	56	" Extending time for construction of bridge over Ottawa River and railway line.....	1892
	59 31	" Time extended for construction of bridges across Ottawa River; as to issue of bonds, and agreement with other companies.....	1896
62-63	84	" Authorizing extensions of railway, and time for construction limited; time for constructing bridges extended	1899
63-64	72	" Line of railway described. Bond issue; and time for completion extended.....	1900
	47 8 (No. 25)	Subsidy Act .....	1884
	51 3 (" 138)	" towards bridges.....	1888
	53 2 (" 211)	" additional.....	1890
55-56	5 (" 294)	" revote, unpaid balance of No. 25.....	1892
57-58	4 (" 329)	Subsidy Act, in lieu of No. 138 .....	1894
57-58	4 (" 330)	" in lieu of No. 211 .....	1894
57-58	4 (" 331)	" revote, unpaid balance of No.25 .....	1894
60-61	4 (" 385)	" in lieu of No. 211 .....	1897
60-61	4 (" 408)	" revote, unpaid balance of No. 331 .....	1897

PONTIAC PACIFIC JUNCTION RAILWAY CO.—*Continued.*

REIGN.	CHAP.		YEAR
62-63	7	( " 426) Subsidy Act, in lieu of No. 385	1899
63-64	8	( " 492) " Bridge Hull to Ottawa.....	1900
1 Edw. VII	7	( " 528) " in lieu of No. 385 Sold to CANADIAN PACIFIC RAILWAY.	1901
51	66	PONTIAC AND RENFREW RAILWAY CO., incorporated.....	1888
52	3	(No. 163) Subsidy Act .....	1889
		PORTAGE DU FORT AND BRISTOL BRANCH RAILWAY CO. (Que., 1888, Ch. 101).	
60-61	4	(No. 396) Subsidy Act .....	1897
62-63	7	( " 427) " in lieu of No. 396	1899
1 Edw. VII	53	PORTAGE AND NORTH-WESTERN RAILWAY CO., (1899, Chs. 51 and 52), agreement with Canadian Northern Railway Company confirmed.....	1901
1 Edw. VII	73	" Authorizing amalgamation with Manitoba Railway Company Leased to CANADIAN NORTHERN RAILWAY.	1901
45	80	PORTAGE, WESTBOURNE AND NORTH-WESTERN RAILWAY CO., confirming incorporation by Manitoba Act; extension of railway authorized; may issue bonds and preference stock.....	1882
46	68	" Amending corporate powers, and change of name to Manitoba and North-Western Railway Company of Canada.....	1883
		See MANITOBA AND NORTH-WESTERN RAILWAY.	
51	84	PORT ARTHUR, DULUTH AND WESTERN RAILWAY CO., (Ont. 1883, Ch. 56), incorporation and powers of Company..	1888
53	76	" Time for completion extended; authority to construct branch lines.....	1890
56	59	" Power to enter into arrangements with other companies in Canada or United States	1893

PORT ARTHUR, DULUTH AND WESTERN RAILWAY CO.—*Continued.*

REIGN.	CHAP.		YEAR
1 Edw. VII	52	“ An amalgamation with Canadian Northern Railway confirmed	1901
48-49	59 (No. 52)	Subsidy Act .....	1885
	49 10 (“ 70)	“ additional.....	1886
	51 3 (“ 139)	“ in lieu of Nos. 52 and 70.....	1888
	53 2 (“ 195)	Subsidy Act, additional.....	1890
55-56	5 (“ 291)	“ revoke, unpaid balance of No. 139....	1892

Formerly THUNDER BAY COLONIZATION RAILWAY.

See ONTARIO AND RAINY RIVER RAILWAY CO.

Now part of CANADIAN NORTHERN RAILWAY SYSTEM.

63-64	73	PORT DOVER, BRANTFORD, BERLIN AND GODERICH RAILWAY CO., incorporated	1900
2 Edw. VII	91	“ Name changed to “THE GRAND VALLEY RAILWAY CO., and time for construction extended.....	1902
50-51	82	PREScott COUNTY RAILWAY CO., incorporated.....	1887
	52 80	“ Power to construct bridge across Ottawa River; as to bond issue; name changed to THE CENTRAL COUNTIES RAILWAY CO.....	1889

Operated by CANADA ATLANTIC RAILWAY.

41	3	PRINCE EDWARD ISLAND RAILWAY, Act 1869 (Railway Act) and amendments extended to.	1878
63-64	7	“ Agreement with P.E.I. Government for construction of Branch Railway from Charlottetown to Murray Harbour	1900
3 Edw. VII	55	“ Section 7 of Railway Labour Disputes Act, providing for settlement of differences with employees.....	1903

REIGN.	CHAP.	YEAR
Q		
46	72	QU'APPELLE, LONG LAKE AND SAS-KATCHEWAN RAILWAY AND STEAMBOAT CO., incorporated.....
53	82	Confirming lease of, to Canadian Pacific Railway, with Schedules A and B.....
55-56	57	Time for completion of work extended.....
48-49	60	(No. V.) Subsidy Act, land.....
50-51	23	( " XI.) " "
52	5	( " 185) " \$80,000 annually for 20 years.....
Leased to CANADIAN PACIFIC RAILWAY.		
50-51	98	QUEBEC BRIDGE CO., incorporated.....
54-55	107	" Charter revived and amended.....
60-61	69	" Charter again revived and amended.....
63-64a	115	" Arrangements with other companies authorized, and time for completion extended.....
3 Edw. VII	54	Name of changed to "THE QUEBEC BRIDGE AND RAILWAY CO.; confirming an agreement respecting additional aid to complete. ....
<i>3 Edw. VII 177</i>		
62-63	7	(No. 467) Subsidy Act, bridge.....
QUEBEC CENTRAL RAILWAY CO., (1896, Ch. 57).		
47	8	(No. 22) Subsidy Act .....
51	3	( " 142) " in lieu of No. 22 .....
53	2	( " 219) " in lieu of No. 142 .....
57-58	4	( " 321) " in lieu of No. 219 .....
3 Edw. VII	57	( " 590) " extensions.....
35	81	QUEBEC FRONTIER RAILWAY CO., incorporated .....
37	70	" Qualification of directors; authority to issue bonds.....
QUEBEC GOVERNMENT, subsidies to.		
47	8	" Subsidy for railway from Quebec to Ottawa .....
54-55	11	" As to agreement with Canadian Pacific Railway for completion of North Shore Railway .....
57-58	5	" Subsidies granted by 47 V. c. 8, may be paid to Quebec Government. ....

REIGN.	CHAP.	QUEBEC		YEAR
62-63	35	QUEBEC	HARBOUR COMMISSIONERS, confirming agreement with Great Northern Railway Co. for guarantee of interest on Company's bonds	1899
63-64	116	"	Modification of agreement with Great Northern Railway ratified and confirmed.....	1900
46	70	QUEBEC	AND JAMES' BAY RAILWAY CO., incorporated.....	1883
50-51	70	"	Charter revived and amended	1887
56	58	QUEBEC	AND LABRADOR RAILWAY AND STEAMSHIP CO., name of North-Canadian Atlantic Railway and Steamship Company changed to.....	1893
38	69	QUEBEC	AND LAKE HURON DIRECT RAILWAY CO., incorporated.....	1875
63-64	74	QUEBEC	AND LAKE HURON RAILWAY CO., incorporated	1900
2 Edw. VII	93	"	Time for construction extended	1902
4 Edw. VII	117	"	Time for construction further extended.....	1904
		QUEBEC	AND LAKE ST. JOHN RAILWAY CO., (1869, Chs. 52 and 53).	
45	14	(No. 2)	Subsidy Act .....	1882
46	25	(" 14)	" .....	1883
48-49	59	(" 49)	" .....	1885
49	10	(" 82)	" additional..	1886
50-51	24	(" 113)	Chicoutimi extension .....	1887
50-51	24	(" 126)	Subsidy Act, additional.....	1887
51	3	(" 140)	" transfer of No. 113 .....	1888
52	3	(" 177)	" additional .....	1889
53	2	(" 220)	" bridge across St. Charles River.....	1890
54-55	8	(" 232)	Subsidy Act, revote, portion of No. 220.....	1891
55-56	5	(" 295)	Subsidy Act, revote, unpaid balances 126 and 177.....	1892
56	2	(" 300)	Subsidy Act, revote, unpaid balance of No. 140.....	1893
57-58	4	(" 347)	Subsidy Act, Chicoutimi extension .....	1894

QUEBEC AND LAKE ST. JOHN RAILWAY CO.—*Continued.*

REIGN.	CHAP.		YEAR
	62-63 7	( " 435) Subsidy Act in lieu of No. 347	1899
3 Edw. VII	57	( " 550) " Jonquieres to Ha-Bay.....	1903
3 Edw. VII	57	( " 584) Subsidy Act, from Roberval west.....	1903
3 Edw. VII	57	( " 591) Subsidy Act, Bouchette to St. Andre.....	1903
3 Edw. VII	57	( " 601) Subsidy Act, La Tuque to River Jeannotte.....	1903
58-59 59	QUEBEC,	MONTMORENCY AND CHARLEVOIX RAILWAY CO., (1881, Ch. 44), declared to be under legislative jurisdiction of Canada; general corporate powers.....	1895
60-61 59	"	Authority to issue bonds; division into sections.....	1897
62-63 85	"	Power to extend railway to Levis County; acquisition of Quebec District Railway and Montmorency Electric Power Co. confirmed, (Schedules A. & B.) and name changed to "THE QUEBEC RAILWAY, LIGHT AND POWER COMPANY".....	1899
52 3	(No. 164)	Subsidy Act.....	1889
56 2	( " 304)	" revote, unpaid balance of No. 164.....	1893
42 56	QUEBEC,	MONTREAL, OTTAWA AND OCCIDENTAL RAILWAY BRIDGE, Hull to Ottawa.....	1879
45 67	"	Confirming conveyance of Montreal, Ottawa and Western Railway, with all the subsidies etc., to Quebec Government.....	1882
3 Edw. VII 178	QUEBEC,	NEW BRUNSWICK & NOVA SCOTIA RAILWAY COMPANY, incorporated.....	1903
33 56	QUEBEC AND NEW BRUNSWICK RAILWAY CO., incorporated		1870
63-64 75	"	New charter .....	1900
3 Edw. VII 176	"	Time for construction extended..	1903
1 Edw. VII 7	(No. 517)	Subsidy Act.....	1901
35 74	QUEBEC PACIFIC RAILWAY CO., incorporated		1872

REIGN.	CHAP.		YEAR
	47 78	QUEBEC RAILWAY BRIDGE CO., incorporated.	1884
62-63	85	QUEBEC (THE) RAILWAY, LIGHT AND POWER CO. .... See QUEBEC, MONTMORENCY AND CHAR-LEVOIX RAILWAY CO.	1899
3 Edw. VII	179	QUEBEC, SAGUENAY AND GULF OF ST. LAWRENCE RAILWAY CO., incorporated. ....	1903
63-64	76	QUEBEC SOUTHERN RAILWAY CO., incorporated. ....	1900
2 Edw. VII	94	" As to election and remuneration of Directors. ....	1902
4-5 Edw. VII	158	" Authorizing sale of railway and its accessories by order of Exchequer Court, also South Shore Railway. .... See EAST RICHELIEU VALLEY RAILWAY.	1905
1 Edw. VII	81	QUEBEC TERMINAL RAILWAY CO., incorporated. ....	1901
59	43	QUEENSTON HEIGHTS BRIDGE CO., incorporated. ....	1896
61	114	" Time for construction extended. ....	1898
35	84	QUEENSTON SUSPENSION BRIDGE CO., (1849, Ch. 199), authority to increase capital stock; and to convert into a railway bridge. ....	1872
36	93	" As to conversion of stock and issue of bonds. ....	1873

## R.

RAILWAY ACTS OF PARLIAMENT OF CANADA,  
Government Railways; see Intercolonial and Prince Edward Island Railways.

38	23	" Lien of Dominion on Northern Railway of Canada. ....	1875
39	6	" Amending 38 Vic., chap. 23, lien on Northern Railway of Canada. ....	1876
40	46	" Authorizing transfer of Truro and Pictou Branch of I.C.R. to a Company. ....	1877

REIGN.	CHAP.	“	RAILWAY ACTS OF PARLIAMENT OF CANADA— <i>Continued.</i>	YEAR
			1.	
41	3	“	Act 1868 (superseded by Consolidated Act, 1888) to apply to Prince Edward Island Railway.....	1878
42	9	“	“The Consolidated Railway Act” 1879, superseded by 51 Vic., chap. 29, 1888.....	1879
42	11	“	Power to acquire portion of Grand Trunk Railway between Rivière du Loup and Hadlow.....	1879
42	12	“	Authorizing transfer of Truro and Pictou Branch to Government of Nova Scotia upon certain conditions.....	1879
42	13	“	Agreement of C.P.R. with St. Paul Pacific Railway; construction of branch line to connect with.....	1879
42	14	“	Authorizing expenditure of \$1,000,000, for branch line of Canadian Pacific Railway to Winnipeg.....	1879
43	8	“	Confirming agreement for purchase of portion of Grand Trunk Railway, authorized by 42 Vic. chap. 11.....	1880
43	27	“	Lands in British Columbia, management of.....	1880
43	16	“	(Canada Central) and Dominion Government agreement.....	1880
44	1	“	Charter granted and agreement for construction of Railway to Pacific coast.....	1881
44	12	“	Act to provide for allowance of drawback on C. P. Railway.....	1881
44	25	“	Consolidated Act respecting Government Railways.....	1881
45	7	“	Act to provide for allowance of drawback on C. P. Railway.....	1882
45	53	“	Authorizing Canadian Pacific to dispense with using Yellow Head Pass.....	1882
45	15	“	As to branches from Intercolonial and Prince Edward Island Railways.....	1882
45	41	“	Passenger tickets, regulations as to sale of.....	1882
45	14	“	Subsidies to certain railways.....	1882

RAILWAY ACTS OF PARLIAMENT OF CANADA—*Continued.*

REIGN.	CHAP.		YEAR
45	55	“ Subsidy to Chignecto Marine Transport Railway.....	1882
46	25	“ Subsidies to certain railways.....	1883
46	26	“ Advance to St. John Bridge Extension Company.....	1883
46	32	“ Contracts, prevention of fraud in.....	1883
46	60	“ Chignecto Marine Transport Railway, limiting capital stock; issue of mortgage bonds.....	1883
47	1	“ Advancing loan of \$7,500,000, to Canadian Pacific Railway, and conversion and hypothecation of securities.....	1884
47	8	“ Subsidies to certain railways.....	1884
47	6	“ Special subsidy to Esquimalt and Nanaimo Railway Company.....	1884
47	25	“ Subsidy in land to a railway from the Canadian Pacific Railway to Hudson's Bay.....	1884
48-49	57	“ Authorizing issue of \$35,000,000 of bonds of Canadian Pacific Railway, and to provide for completion and operation of railway.....	1885
48-49	58	“ Subsidies to certain railways.....	1885
48-49	59	“ “ “ .....	1885
48-49	60	“ “ in land to certain railways.....	1885
49	10	“ Subsidies to certain railways.....	1886
49	11	“ Authorizing granting subsidies in land to the Manitoba and North-Western Railway, the North-West Central Railway and the Wood Mountain and Qu'Appelle Railway.....	1886
49	12	“ Amending “Dominion Lands Act, 1883,” as respects land subsidy grants.....	1886
49	13	“ Providing for extension of Intercolonial Railway from Stellarton to Pictou .....	1886
49	14	“ Authorizing the construction of a railway from Straits of Canso to Sydney or Louisburg.....	1886
49	15	“ Authority to alter curves on the Esquimalt and Nanaimo Railway.....	1886

RAILWAY ACTS OF PARLIAMENT OF CANADA—*Continued.*

REIGN.	CHAP.		YEAR
49	16	" Confirming purchase of Carlton, City of St. John Branch Railroad by Government.....	1886
49	17	" Application of certain subsidies to a railway from Metapedia to Paspebiac; and agreements with Baie des Chaleurs Railway company confirmed.....	1886
49	18	" Duration of yearly subsidy to Chignecto Marine Transport Railway and manner of payment thereof.....	1886
50-51	22	" Subsides in land to certain railways.....	1887
50-51	23	" Subsides in land to certain railways.....	1887
50-51	24	" " to certain railways.....	1887
50-51	25	" Confirming agreement with Western Counties Railway.....	1887
50-51	26	" Providing for advances to be made by Government to the Fredericton and St. Mary's Railway Bridge Company.....	1887
50-51	27	" Providing for construction of railway from Oxford Junction to New Glasgow.....	1887
51	3	" Subsides to certain railways.....	1888
51	4	" Further extending time for construction of Chignecto Marine Transport Railway.....	1888
51	29	" CONSOLIDATION OF ACTS, Railway Committee of Privy Council constituted (repealed)	1888
51	32	" Agreement with C. P. Railway respecting bonds, etc.....	1888
52	3	" Subsides to certain railways.....	1889
52	4	" " in land to certain railways.....	1889
52	5	" Confirming contract for payment of subsidy to Qu'Appelle, Long Lake and Saskatchewan Railroad and Steamboat Company, for transport of mails, supplies, etc.....	1889
52	7	" Providing for transfer of certain lands in Canadian Pacific Railway belt to Province of British Columbia.....	1889

RAILWAY ACTS OF PARLIAMENT OF CANADA—*Continued.*

REIGN.	CHAP.		YEAR
52	8	“ Authorizing Department to complete Western Counties Railway between Annapolis and Digby. ....	1889
52	13	“ “The Expropriation Act”; power to take land and provisions respecting. ....	1889
53	2	“ Subsidies to certain railways....	1890
53	3	“ “ in land to certain railways. ....	1890
53	4	“ Subsidies in land to certain railways. ....	1890
53	5	“ Confirming contract for payment of subsidy to the Calgary and Edmonton Railway for transport of mails, supplies, etc.; and authorizing Company to enter into agreement with C. P. R. ....	1890
53	28	“ Act of 1888, extended to Canadian railways operating in the United States; powers with respect to lands, and penalties for neglect to make fences (repealed). ....	1890
54-55	8	“ Subsidies to certain railways. ....	1891
54-55	11	“ Act to amend 52 V. c. 4. subsidies in lands. ....	1891
54-55	11	“ Act respecting North Shore section of the Canadian Pacific Railway. ....	1891
54-55	12	“ Amending Acts respecting the Chignecto Marine Transport Railway. ....	1891
54-55	15	“ Authorizing sale of Carleton, City of St. John Branch Railroad. ....	1891
54-55	51	“ As to evidence before arbitrators and proceedings thereunder (repealed). ....	1891
55-56	5	“ Subsidies to certain railways. ....	1892
55-56	27	“ Act of 1888, amended as respects execution of trusts; powers with respect to lands; crossings of one railway over another, and regulation of speed in cities (repealed). ....	1892
56	2	“ Subsidies to certain railways. ....	1893

RAILWAY ACTS OF PARLIAMENT OF CANADA—*Continued.*

REIGN.	CHAP.			YEAR
56	4	"	" in land to certain railways.....	1893
56	6	"	Act to confirm sale of Carleton, City of St. John Branch Railroad.....	1893
56	27	"	Act of 1888, amended as respects crossings of street railways, to be subject to approval of Railway Committee of P. C., and regulations to govern (repealed).....	1893
57-58	4	"	Subsidies to certain railways.....	1894
57-58	5	"	Act respecting subsidies to Province of Quebec by 47 V. c. 8.....	1894
57-58	6	"	Subsidies in land to certain railways.....	1894
57-58	7	"	Act respecting land subsidy of Canadian Pacific Railway.....	1894
57-58	53	"	Act of 1888 amended, requiring shelter to be provided for motor-men on electric and other railway cars (repealed).....	1894
58-59	8	"	Special subsidy, and authority to transfer portion of to Lake Manitoba Railway and Canal Company.....	1894
59	9	"	Act of 1888 amended, authorizing by-laws for certain purposes; and notice as to expropriation of lands (repealed, except Sec. 2).....	1895
60-61	4	"	Subsidies to certain railways.....	1896
60-61	5	"	Subsidy to Crow's Nest Pass Railway, C.P.R.....	1897
61	12	"	Act respecting payment of grants in aid of the Victoria Bridge, G.T.R., and Crow's Nest Pass Railway, C.P.R.....	1898
61	22	"	Act of 1888 amended, to include other carriers besides vehicles; also determination of discriminatory tolls (repealed).....	1898
62-63	5	"	Confirming agreement with Grand Trunk Railway Co., of Canada, to secure extension of Intercolonial Railway system to City of Montreal.....	1899
62-63	6	"	Authorizing purchase of Drummond County Railway.....	1899

RAILWAY ACTS OF PARLIAMENT OF CANADA—*Continued.*

REIGN.	CHAP.			YEAR
62-63	4	"	To authorize construction of a branch railway from Murray Harbour, P.E.I., as a public work .....	1899
62-63	37	"	Act of 1888 amended, regulations as to telegraph and telephone lines, and bridging and fencing of railways (repealed) .....	1899
62-63	38	"	Amending Act of 1882 respecting sale of Railway Passenger tickets .....	1899
62-63	39	"	Amending Expropriation Act of 1889, as to diversions of streams and highways .....	1899
62-63	7	"	Subsidies to certain railways .....	1899
62-63	44	"	Respecting jurisdiction of the Exchequer Court as to Railway debts .....	1899
62-63	45	"	Suspension of operation of above Act, 62-63 Vic., Chap. 44 .....	1899
63-64	7	"	Respecting construction of branch railway from Charlotte town to Murray Harbour .....	1900
63-64	8	"	Subsidies to certain railways .....	1900
63-64	23	"	Act of 1888 amended, as to street and electric railways; drainage; alterations in location of by-laws, and erection of stations (repealed) .....	1900
1 Edw. VII	31	"	Directors of insolvent railway may file scheme in Exchequer Court; assent of bondholders required (repealed) .....	1901
1 Edw. VII	32	"	Definition of traffic facilities to be afforded under Sec. 240 Railway Act, 1888 (repealed) .....	1901
1 Edw. VII	7	"	Subsidies to certain railways .....	1901
2 Edw. VII	26	"	Act respecting the remission of penalties imposed under The Railway Act, 1888 .....	1902
2 Edw. VII	29	"	Section 114 of Railway Act repealed by this Act, as to access to ballast pits and water supply, and substitute Section provided .....	1902
3 Edw. VII	7	"	Granting certain aid for the extension of the Canadian Northern Railway .....	1903

RAILWAY ACTS OF PARLIAMENT OF CANADA—*Continued.*

REIGN.	CHAP.		YEAR
3 Edw. VII	54	" Authorizing aid to Quebec Bridge and Railway Co., and confirming agreement respecting.....	1903
3 Edw. VII	55	" Act to aid in settlement of Railway Labour Disputes.....	1903
3 Edw. VII	56	" Amending error in Chap. 8, 1900, respecting Railway Subsidies..	1903
3 Edw. VII	58	" "THE RAILWAY ACT," 1903, constituting Board of Railway Commissioners.....	1903
3 Edw. VII	59	" Authorizing advances to be made by Dept. of Railways and Canals for Railway Stores account.....	1903
3 Edw. VII	71	" National Transcontinental Railway; respecting the construction of, and agreement with Grand Trunk Pacific Railway	1903
4 Edw. VII	4	" Act authorizing Government to purchase Canada Eastern Railway and to take possession of Fredericton and St. Mary's Railway Bridge.....	1903
4 Edw. VII	16	" Arbitration between His Majesty and the Grand Trunk Railway re traffic agreements.....	1904
4 Edw. VII	24	" Amending 3 Edw. VII., cap. 71, re National Transcontinental Railway, and confirming agreements with Grand Trunk Railway and Grand Trunk Pacific Railway.....	1904
4 Edw. VII	31	" Amending the Railway Act, 1903, as to liability of railway for personal injury to employees.....	1904
4 Edw. VII	32	" Amending the Railway Act, 1903, as to Provincial Sunday observance laws, and as to net earnings on Eastern Division of Grand Trunk Pacific Railway and apportionment of rates on said railway.....	1904
4 Edw. VII	33	" Manner of payment of certain railway subsidies.....	1904
4 Edw. VII	34	" Subsidies to certain railways.....	1904
4 Edw. VII	34	" Subsidies to certain railways.....	1904

RAILWAY ACTS OF PARLIAMENT OF CANADA—*Continued.*

REIGN.	CHAP.		YEAR
4 Edw. VII	40	" Act to amend 4 Edw. VII, cap., 129, respecting Temiscouata Railway.....	1904
4-5 Edw. VII	35	" Pension of Chief Commissioner of Board of Railway Commissioners established, if ex-judge	1905
4-5 Edw. VII	36	" Government railways to have running powers over Grand Trunk Railway between Montreal and Coteau and over Canada Atlantic Railway System. Tariffs and conditions to be determined by Board of Railway Commissioners.....	1905
4-5 Edw. VII	7	" Tenders to be invited for public works by advertisement, and contracts to be awarded under direction of Governor in Council.....	1905

NOTE—No Government legislation respecting railways in the year, 1895.

RAILWAYS AND CANALS  
DEPARTMENT, constitution of; 42 Vic., chap. 7, and chap. 37, R.S.C., 1886, see also 31 Vic., chap. 12 and 35 Vic., chap. 24...

3 Edw. VII	59	" Authorizing advances in connection with Government Railways and railway stores..	1903
4-5 Edw. VII	37	" Tenders to be invited for works estimated to cost \$5,000 and upwards, subject to award under direction of Governor in Council .....	1905
3 Edw. VII	21	RAILWAY COMPANIES, INSOLVENT See Exchequer Court.	1903
3 Edw. VII	55	RAILWAY LABOUR DISPUTES. Act for the settlement of differences..	1903

REIGN.	CHAP.	RAILWAY	TICKETS,	YEAR
			Badges to be worn by employees selling tickets, Sec. 216, The Railway Act, 1903.....	
		"	Appointment of agents for sale of tickets, R.S.C., Ch. 110, Sec. 1, (1886).....	
		"	Issuance of certificate of appointment, R.S.C., Ch. 110, Sec. 2.....	
		"	As to agents of foreign railway companies, R.S.C., Ch. 110, Sec. 3.....	
		"	Name and date to be stamped on every ticket, R.S.C., Ch. 110, Sec. 4.....	
		"	Penalty for unauthorized sale of tickets, R.S.C., Ch. 110, Sec. 8.....	
		"	Redemption of unused tickets, and limit of time, R.S.C., Ch. 110, Sec. 5.....	
		"	Right of stop-over may be demanded, R.S.C., Ch. 110, S. 10.	
62-63	38	"	Amending sections 1 and 7 of Ch. 110, R.S.C., (1886).....	1899
46	75	RAILWAY	TRUST AND CONSTRUCTION CO., incorporated.....	1883
46	76	"	Provisions of "The Canada Joint Stock Companies' Clauses Act, 1869," to apply to.....	1883
56	48	RAILWAY	WORKS, City of Toronto.....	1893
45	85	RAPID CITY	CENTRAL RAILWAY CO. incorporated.....	1882
52	52	RED DEER	VALLEY RAILWAY AND COAL CO., incorporated.....	1889
54-55	76	"	Charter revived and amended.....	1891
57-58	90	"	" again revived and amended.....	1894
60-61	60	"	Time for commencement and completion extended; alternative route authorized.....	1897
62-63	86	"	Time for construction of railway extended.....	1899
63-64	77	"	Time for completion extended and limited.....	1900

RED DEER VALLEY RAILWAY AND COAL CO.—*Continued.*

REIGN.	CHAP.		YEAR
3 Edw. VII	181	“ Powers of construction revived for limited time.....	1903
4-5 Edw. VII	152	“ Time for construction extended.....	1905
	52	4(No. XIV.) Subsidy Act, land.....	1889
	54-55	9 “ XXVI.) “ “ .....	1891
58-59	60	RED MOUNTAIN RAILWAY CO., (1893, Ch. 61), confirming B.C. Charter, and incorporating under Dominion laws.....	1895
Operated by SPOKANE FALLS AND NORTHERN RAILWAY COMPANY.			
3 Edw. VII	182	REGINA AND HUDSON'S BAY RAIL- WAY CO., incorporated.....	1903
4-5 Edw. VII	153	“ Time for construction of railway extended.....	1905
RESTIGOUCHE AND VICTORIA RAILWAY CO. (N.B.)			
55-56	5	(No. 259) Subsidy Act.....	1892
57-58	4	( “ 352) “ additional.....	1894
63-64	78	RESTIGOUCHE AND WESTERN RAIL- WAY COMPANY, (N.B., 1897, Ch. 82). Authority to build railway bridge across the St. John River; bond issue limited.....	1900
57-58	4	(No. 352) Subsidy Act.....	1894
60-61	4	( “ 384) “ in lieu of No. 352.....	1897
62-63	7	( “ 456) “ additional.....	1899
63-64	8	( “ 492) “ additional.....	1900
1 Edw. VII	7	( “ 527) “ in lieu of No. 384.....	1901
1 Edw. VII	7	( “ 542) “ additional.....	1901
Now INTERNATIONAL RAILWAY OF NEW BRUNSWICK.			
60-61	61	RICHELIEU AND LAKE MEMPHRE- MAGOG RAILWAY CO. (Que.), (1892, Ch. 70), declar- ing within legislative author- ity of Canada; and general corporate powers.....	1897
RICHMOND HILL JUNCTION RAILWAY CO. (Ont.), (1886, Ch. 77).			
50-51	24	(No. 98) Subsidy Act.....	1887
53	90	RIVER DETROIT RAILWAY BRIDGE CO., name of River Detroit Winter Railway Bridge Com- pany changed to.....	1890

REIGN.	CHAP.		YEAR
	51 91	RIVER DETROIT WINTER RAILWAY BRIDGE CO., incorporated...	1888
	53 90	" Name changed to River Detroit Railway Bridge Co.....	1890
	35 87	RIVER ST. CLAIR RAILWAY BRIDGE AND TUNNEL CO., incor- porated .....	1872
	36 92	" Time extended for construction; power to increase capital.....	1873
	45 70	" Charter revived and time for construction extended.....	1882
	48-49 25	" Time for construction extended	1885
	51 94	" " " " again	1888
	54-55 102	" " " " again	1891
	57-58 100	" extended	1894
		" " " " again	1894
2 Edw. VII	95	" Time for construction limited.....	1902
		See ST. CLAIR RAILWAY, BRIDGE AND TUNNEL CO.	
	54-55 58	ROCKY MOUNTAIN RAILWAY AND COAL CO., incorporated.....	1891
	57-58 91	" Charter revived and amended....	1894
	57-58 6	(No. XXX.) Subsidy Act, land.....	1894
	48-49 90	RUSH LAKE AND SASKATCHEWAN RAILWAY AND NAVIGA- TION CO., incorporated.....	1885
	62-63 87	RUSSELL, DUNDAS AND GRENVILLE COUNTIES RAILWAY CO., incorporated .....	1899
	62-63 88	RUTLAND AND NOYAN RAILWAY CO., incorporated .....	1899
		Operated by RUTLAND RAILROAD CO., U.S.	

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	SAGUENAY AND LAKE ST. JOHN RAILWAY CO. (Que. 1883, Ch. 94).	
50-51 24	(No. 113) Subsidy Act.....	1887
	Now QUEBEC AND LAKE ST. JOHN RAILWAY.	
54-55 100	SALISBURY AND HARVEY RAIL- WAY CO., confirming letters patent of New Brunswick; also corporate powers; may issue bonds.....	1891

SALISBURY AND HARVEY RAILWAY CO.—*Continued.*

REIGN.	CHAP.		YEAR
63-64	80	" Line of railway described, and authority to acquire other railways .....	1900
Formerly ALBERT RAILWAY CO.			
4-5 Edw. VII	157	SASKATCHEWAN BRIDGE CO., incorporated .....	1905
46	71	SASKATCHEWAN AND NORTH-WESTERN RAILWAY CO., incorporated .....	1883
45	81	SASKATCHEWAN AND PEACE RIVER RAILWAY CO., incorporated	1882
52	56	SASKATCHEWAN RAILWAY AND MINING CO., incorporated .....	1889
53	88	" Time for commencement extended .....	1890
54-55	78	" Time for completion extended .....	1891
61	85	" Time for commencement and completion extended .....	1898
62-63	89	" Changes of route authorized, and division into sections; time for construction limited .....	1899
1 Edw. VII	83	SASKATCHEWAN AND WESTERN RAILWAY CO. (1886, Ch. 59), Confirming incorporation by Legislature of Manitoba, and time for construction extended .....	1901
57-58	6	(No. XXXIII.) Subsidy Act, land .....	1894
47	85	SASKATOON AND NORTHERN RAILWAY CO., incorporated .....	1884
45	89	SAULT STE. MARIE BRIDGE CO., incorporated .....	1882
48-49	24	" Time for construction extended .....	1885
53	64	SAULT STE. MARIE AND HUDSON'S BAY RAILWAY CO., incorporated .....	1890
34	50	SAULT ST. MARIE RAILWAY AND BRIDGE CO., incorporated .....	1871
35	86	" Power to unite or accept assistance from other companies .....	1872

REIGN.	CHAP.		YEAR
	59 34	SCHOMBURG AND AURORA RAILWAY CO., incorporated.....	1896
63-64	81	“ Extension to railway authorized; power to enter into an agreement with another company .....	1900
60-61	4 (No. 386)	Subsidy Act.....	1897
63-64	8 (“ 488)	“ additional .....	1900
1 Edw. VII	7 (“ 525)	“ in lieu of 386.....	1901
		Sold to TORONTO RAILWAY CO.	
		SHEDIAC AND COAST RAILWAY CO. (N.B. 1899, Ch. 90).	
3 Edw. VII	57 (No. 561)	Subsidy Act.....	1903
	53 94	SHORE LINE RAILWAY BRIDGE CO., incorporated .....	1890
58-59	63	SHORE LINE RAILWAY CO. (1889, Ch. 26), declaring to be within legislative authority of Canada; general corporate powers; time for construction limited .....	1895
49	82	SHUSWAP AND OKANAGAN RAILWAY CO., incorporated .....	1886
51	88	“ Power to issue bonds; time for construction extended.. .....	1888
54-55	72	“ Agreement with Canadian Pacific Railway confirmed.....	1891
52	3 (No. 167)	Subsidy Act.....	1889
		Leased to CANADIAN PACIFIC RAILWAY.	
1 Edw. VII	84	SIMALKAMEEN AND KEREMEOS RAILWAY CO., incorporated	1901
4 Edw. VII	124	“ Powers of construction revived and time extended .....	1904
		SOUTH EASTERN RAILWAY CO, (QUE.)	
		See MONTREAL AND ATLANTIC RAILWAY.	
43	58	SOURIS AND ROCKY MOUNTAIN RAILWAY CO., incorporated	1880
44	47	“ Powers as to issue of bonds and preferential stock, and as to conveyance of lands..... .....	1881
45	79	“ Describing lines of railway to be constructed; power to bridge navigable waters..... .....	1882
47	72	“ Name changed to North-West Central Railway..... .....	1884
		See GREAT NORTH-WEST CENTRAL RAILWAY.	

REIGN.	CHAP.		YEAR
3 Edw. VII	191	SOUTHERN CENTRAL PACIFIC RAILWAY CO., incorporated.....	1903
50-51	86	SOUTH NORFOLK RAILWAY CO., incorporated.....	1887
	57	“ Authorizing sale of railway to Grand Trunk, Georgian Bay and Lake Erie Railway Co.....	1888
50-51	24 (No. 109)	Subsidy Act .. . . . .	1887
		Operated by GRAND TRUNK RAILWAY.	
50-51	85	SOUTH ONTARIO PACIFIC RAILWAY CO., incorporated.....	1887
	70	“ Time for completion extended...	1889
54-55	92	Authority to extend lines, and time for completion further extended .. . . . .	1891
	35	“ Time for construction further extended .. . . . .	1896
1 Edw. VII	85	“ Time for construction extended .. . . . .	1901
	3 (No. 172)	Subsidy Act.....	1889
54-55	8 ( “ 236)	“ in lieu of No. 172 .. . . . .	1891
	56	SOUTH SASKATCHEWAN VALLEY RAILWAY CO., incorporated .. . . . .	1880
	82	“ Power to bridge navigable waters; time for commencement extended .. . . . .	1882
	71	“ Time for commencing again extended .. . . . .	1884
54-55	17	“ Time for commencing again extended .. . . . .	1885
63-64	82	SOUTH SHORE LINE RAILWAY CO., incorporated .. . . . .	1900
58-59	64	SOUTH SHORE RAILWAY CO., declaring to be under legislative authority of Canada; general corporate powers granted.....	1895
57-58	4 (No. 365)	Subsidy Act .. . . . .	1894
60	10	SOUTH SHORE RAILWAY CO. (Que. 1894, Ch. 72), declaring to be under legislative authority of Canada; issue of bonds limited line of railway described....	1896
2 Edw. VII	101	“ Time for completion extended....	1902
4-5 Edw. VII	158	“ Authorizing sale of railway and its accessories by order of Exchequer Court, also Quebec Southern Railway .. . . . .	1905

SOUTH SHORE RAILWAY CO.—*Continued..*

REIGN.	CHAP.		YEAR
62-63	7 (No. 441)	Subsidy Act.....	1899
62-63	7 (" 468)	“ bridge .....	1899
62-63	7 (" 469)	“ “ .....	1899
62-63	7 (" 470)	“ “ .....	1899
62-63	7 (" 471)	“ “ .....	1899
63-64	8 (" 513)	“ .....	1900
63-64	8 (" 514)	“ .....	1900
3 Edw. VII	57 (" 623)	“ Nicolet River bridge .....	1903
3 Edw. VII	57 (" 624)	“ St. Francis River bridge .....	1903
3 Edw. VII	57 (" 625)	“ St. Francis River bridge .....	1903
See MONTREAL AND SOREL RAILWAY.			
59	36	SOUTH SHORE SUBURBAN RAILWAY CO., incorporated .....	1896
51	52	SOUTH-WESTERN RAILWAY CO. (Que.), incorporated .....	1888
54-55	83	“ Time for completion extended..	1891
59	37	“ Confirming agreement for leasing to the ST. LAWRENCE AND ADIRONDACK RAILWAY .....	1896
SPOKANE FALLS AND NORTHERN RAILWAY, operating COLUMBIA AND RED MOUNTAIN RAILWAY, NELSON AND FORT SHEPPARD RAILWAY and RED MOUNTAIN RAILWAY.			
40	86	SPRINGHILL AND PARRSBORO COAL AND RAILWAY CO. (1872, Ch. 70), declaring to be within legislative jurisdiction of Canada .....	1877
47	77	“ Confirming winding up and sale of, to the CUMBERLAND COAL AND RAILWAY CO. ....	1884
51	54	STANSTEAD, SHEFFORD AND CHAMBLY RAILWAY CO. (1853, Ch. 107), general corporate powers granted, and authority to sell or lease to another company.....	1888
51	55	“ Section 12 of above Act amended	1888
Operated by CENTRAL VERMONT RAILROAD.			

REIGN.	CHAP.		YEAR
50-51	60	ST. CATHARINES AND NIAGARA CENTRAL RAILWAY CO. (1881, Ch. 73), authority to build branch line to Port Credit .....	1887
51	78	" Declaring to be subject to legislative authority of Canada; time extended for construction of line.....	1888
51	79	" Section 8 of above Act amended .....	1888
53	54	" Time for construction extended .....	1890
54-55	87	" Limit of bond issue extended; authority to enter into agreement with another company .....	1891
55-56	58	" Time for construction extended .....	1892
57-58	92	" Time for construction extended .....	1894
58-59	61	" Time for construction extended, name changed to Niagara, Hamilton and Pacific Railway Co. .....	1895
60	9	" Authority to issue preference bonds; time for completion extended .....	1896
50-51	24 (No. 96)	Subsidy Act.....	1887
52	3 (" 176)	" additional .....	1889
53	2 (" 190)	" .....	1890
55-56	5 (" 265)	" in lieu of Nos. 176 and 190 .....	1892
57-58	4 (" 319)	" additional .....	1894
See NIAGARA, HAMILTON AND PACIFIC RAILWAY.			
Now NIAGARA, ST. CATHARINES AND TORONTO RAILWAY			
3 Edw. VII	186	ST. CHRYSOSTOME RAILWAY CO., incorporated .....	1903
47	82	ST. CLAIR FRONTIER TUNNEL CO., incorporated .....	1884
52	3 (No. 162)	Subsidy Act.....	1889
Controlled by GRAND TRUNK RAILWAY.			
51	94	ST. CLAIR RAILWAY, BRIDGE AND TUNNEL CO., time for construction extended .....	1888
60-61	70	" Time for construction extended .....	1897
63-64	117	" Power to construct bridge, and time for completion extended .....	1900
See CANADA SOUTHERN RAILWAY.			

REIGN.	CHAP.	YEAR
	STEEL CO. OF CANADA (N.S. 1875, Ch. 111).	
51	3 (No. 147) Subsidy Act, rails.	1888
	STEWIACKE AND LANSDOWNE RAILWAY CO. (N.S. 1874, Ch. 12).	
49	10 (No. 87) Subsidy Act.	1886
52	3 (" 155) " .....	1889
53	2 (" 223) " in lieu of No. 87..	1890
55-56	5 (" 254) " of No. 223	1892
55-56	5 (" 258) " of No. 223	1892
57-58	4 (" 336) " of No. 258	1894
	See MIDLAND RAILWAY CO. (N.S.)	
33	54 ST. FRANCIS AND MEGANTIC INTERNATIONAL RAILWAY CO., (1870, Ch. 21), incorporated...	1870
35	71 " Authorizing increase of capital..	1872
36	85 " Power to connect with other railways or to lease road; also to issue bonds; certain contracts with other railways ratified .....	1873
37	72 " Action with respect to bonds confirmed .....	1874
40	59 " Name changed; issue of bonds limited .....	1877
	See INTERNATIONAL RAILWAY.	
	ST. GABRIEL DE BRANDON AND STE. EMELIE DE L'ENERGIE RAILWAY CO. (Que. 1880, Ch. 36).	
60-61	4 (No. 381) Subsidy Act .....	1897
	See JOLIETTE AND ST. JEAN DE MATHA RAILWAY.	
49	85 ST. GABRIEL LEVEE AND RAILWAY CO., incorporated .....	1886
50-51	72 " Charter revived and amended...	1887
52	83 " Charter again revived and amended .....	1889
	ST. JOHN BRIDGE AND RAILWAY EXTENSION CO. (N.B. 1881 Ch. 44).	
61	9 " Extending time for repayment of advances to, and empowering Government to take over bridge .....	1898

ST. JOHN BRIDGE AND RAILWAY EXTENSION CO.—*Continued.*

REIGN.	CHAP.		YEAR
	61 83	" Issue of bonds authorized, and as to disposition of same.....	1898
	46 26 (No. 17)	Subsidy Act.....	1883
		Leased to CANADIAN PACIFIC RAILWAY.	
55-56	59	ST. JOHN AND MAINE RAILWAY CO. (1878, Ch. 92). modification of lease to New Brunswick Railway Co. confirmed by 47 Vic. chap. 75.....	1892
		Leased to CANADIAN PACIFIC RAILWAY.	
58-59	74	ST. JOHN RIVER BRIDGE CO., in- corporated .....	1895
		ST. JOHN VALLEY RAILWAY CO. (N.B. 1901, Ch. 85).	
3 Edw. VII	57	(No. 560) Subsidy Act.....	1903
		ST. JOHN VALLEY AND RIVIERE DU LOUP RAILWAY CO. (1889, Ch. 59).	
50-51	24	(No. 118) Subsidy Act.....	1887
	53 2	( " 225) " in lieu of No. 118	1890
55-56	5	( " 274) " additional .....	1892
62-63	7	( " 419) " .....	1899
3 Edw. VII	57	( " 573) " in lieu of No. 419	1903
	51 64	ST. LAWRENCE AND ADIRONDACK RAILWAY CO., incorporated	1888
	52 72	" Time for construction extended	1889
	56 60	" May enter into agreement with another company.....	1893
57-58	93	" Authority to enter into agree- ments with certain other companies .....	1894
58-59	62	" Power to issue bonds, and limit thereof.....	1895
	59 18	" Confirming agreement with Grand Trunk Railway for lease of line between Beau- harnois and Valleyfield (sche- dule) .....	1896
	59 32	" Confirming agreements with Malone and St. Lawrence Railway (schedule) and with the Grand Trunk Railway ..	1898
	59 37	" Confirming agreement and amalgamation with South- Western Railway Co. (sche- dule) .....	1896

ST. LAWRENCE AND ADIRONDACK RAILWAY CO.—*Continued.*

REIGN.	CHAP.		YEAR
	60-61 62	" Issue of bonds confirmed.....	1897
1 Edw. VII	82	" Issue of unsecured bonds authorized, and registration thereof.....	
	53 2 (No. 218)	Subsidy Act.....	1901
	55-56 5 (" 293)	" additional .....	1890
	60-61 4 (" 394)	" .....	1892
		Operated by NEW YORK CENTRAL RAILROAD.	1897
	49 78	ST. LAWRENCE AND ATLANTIC JUNCTION RAILWAY CO., incorporated .....	1886
	52 72	" Time for construction extended .....	1889
	35 90	ST. LAWRENCE AND INTERNATIONAL BRIDGE CO., incorporated .....	1872
		ST. LAWRENCE AND LOWER LAURENTIAN AND SAGUENAY RAILWAY CO., (1878, Ch. 48).	
	47 8 (No. 38)	Subsidy Act .....	1884
	48-49 59 (" 59)	" in lieu of No. 38 .....	1885
	50-51 24 (" 117)	" in lieu of No. 59 .....	1887
	54-55 8 (" 234)	revote, unpaid balance of No. 117 .....	1891
		See QUEBEC AND LAKE ST. JOHN RAILWAY.	
2 Edw. VII	99	ST. LAWRENCE AND NORTHERN RAILWAY CO., incorporated .....	1902
	31 20	ST. LAWRENCE AND OTTAWA RAILWAY CO., incorporated .....	1867
	35 67	" Extending corporate powers and authorizing construction of branch lines .....	
	39 47	" Amending corporate powers; authorizing issue of mortgage bonds, and creation of debenture stock .....	1872
	47 76	" As to rights of bondholders .....	1876
	59 33	" Application of proceeds of sales of lands .....	1884
		Leased to CANADIAN PACIFIC RAILWAY.	1896
	40 62	ST. LAWRENCE AND PACIFIC RAILWAY FERRY CO., incorporated .....	1877
		ST. LOUIS, RICHIBUCTO AND BUCTOUCHE RAILWAY CO. (N.B. 1882, Ch. 47).	
	47 8 (No. 35)	Subsidy Act .....	1884

REIGN.	CHAP.		YEAR
50-51	75	ST. MARTINS AND UPHAM RAILWAY CO. (1871, Ch. 49), authorizing sale of railway; certain rights reserved.	1887
		See CENTRAL RAILWAY CO. OF N.B.	
1 Edw. VII	112	ST. MARY'S RIVER BRIDGE CO., incorporated	1901
63-64	79	ST. MARY'S RIVER RAILWAY CO., incorporated	1900
3 Edw. VII	187	" Extensions of railway authorized; time for construction limited	1903
4 Edw. VII	43	" Providing for amalgamation with Alberta Railway and Irrigation Co.	1904
63-64	8 (No. 495)	Subsidy Act	1900
3 Edw. VII	57 (" 614)	" additional	1903
		See ALBERTA RAILWAY AND COAL CO.	
4-5 Edw. VII	155	ST. MARY'S AND WESTERN ONTARIO RAILWAY CO., incorporated	1905
4 Edw. VII	123	ST. MAURICE VALLEY RAILWAY CO. incorporated	1904
4-5 Edw. VII	156	" Line of railway described; may enter into agreement with other companies	1905
2 Edw. VII	112	STRAIT OF CANSO BRIDGE CO., incorporated	1902
4 Edw. VII	127	" Time for construction extended	1904
		STRATHROY AND WESTERN COUNTIES RAILWAY CO. (Ont. 1893, Ch. 99).	
57-58	4 (No. 341)	Subsidy Act	1894
60-61	4 (" 391)	"	1897
62-63	7 (" 418)	" in lieu of No. 341	1899
63-64	8 (" 477)	"	1900
3 Edw. VII	57 (" 548)	"	1903
		ST. STEPHEN AND MILLTOWN RAILWAY CO. (N.B. 1886, Ch. 17).	
61	84	" Agreement for lease of to Canadian Pacific Railway confirmed	1898
53	2 (No. 202)	Subsidy Act	1890
56	2 (" 303)	" in lieu of No. 202	1893
60-61	4 (" 398)	" additional	1897
		Leased to CANADIAN PACIFIC RAILWAY.	
		SUBSIDIES, See RAILWAY ACTS.	

REIGN.	CHAP.		YEAR
62-63	90	SUDBURY AND WAHNAPITAE RAILWAY CO., incorporated.....	1896
		SYDNEY AND LOUISBURG RAILWAY, (N.S.)	
		See DOMINION COAL CO.	

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50-51	90	TEESWATER AND INVERHURON RAILWAY CO., incorporated.....	1887
50-51	71	TEMISCOUATA RAILWAY CO. (1893, Ch. 46), charter confirmed as set out in schedule to this Act	1887
56	61	" Authorizing issue of bonds, arrangements with other companies; and time extended for construction.....	1893
58-59	65	" Authorizing extension from Edmundston to the I. C. R.; time for construction limited; issue of bonds to apply to extension.....	1893
60-61	63	" Time for construction of extension extended; may lease or acquire running powers over the Central Railway.....	1895
62-63	91	" Time for construction of railway extended.....	1899
4 Edw. VII	129	" As to prior lien and consolidated mortgage bonds, transfer of registered debenture stock, etc. ....	1904
4 Edw. VII	40	" Amending Act of present session Ch. 129. ....	1904
45	14	(No. 3) Subsidy Act.....	1882
48-49	58	( " 62 ) " additional.....	1885
50-51	24	( " 127) " .....	1887
51	3	( " 141) " in lieu of No. 127	1888
53	2	( " 226) " additional.....	1890
55-56	5	( " 279) " revote of portion of No. 226.....	1892
62-63	7	( " 457) " additional.....	1899
4 Edw. VII	131	THOROLD AND LAKE ERIE RAILWAY CO., incorporated.....	1904
4 Edw. VII	132	" Amending Sections 1 and 10 of above Act.....	1904

REIGN.	CHAP.		YEAR
51	75	THOUSAND ISLANDS RAILWAY CO. (1870-71, Ch. 46), declaring to be under legislative authority of Canada; general corporate powers; amalgamation with Gananoque, Perth and James' Bay Railway.....	1888
59	38	" Time for construction extended	1896
63-64	83	" Powers enlarged; and time for completion extended.....	1900
52	3	(No. 182) Subsidy Act.....	1889
55-56	5	( " 269) " revoke, unpaid balance of No. 182.....	1892
63-64	8	( " 486) " additional .....	1900
61	86	THREE RIVERS AND NORTH SHORE ELECTRIC RAILWAY CO., incorporated .....	1898
52	64	THREE RIVERS AND WESTERN RAILWAY CO., incorporated	1889
35	81	THUNDER BAY SILVER MINES RAIL- WAY CO., incorporated.....	1872
		THUNDER BAY COLONIZATION RAILWAY CO. (Ont. 1883, Ch. 51).	
48-49	59	(No. 52) Subsidy Act.....	1885
49	10	( " 70) " additional .....	1886
		Now PORT ARTHUR, DULUTH AND WESTERN RAILWAY.	
		THUNDER BAY, NEPIGON AND ST. JOE RAILWAY CO. (Ont. 1899, Ch. 104).	
3 Edw. VII	57	(No. 570) Subsidy Act .....	1903
		TICKETS, See RAILWAY PASSENGER TICKETS.	
53	56	TIILSONBURG, LAKE ERIE AND PACIFIC RAILWAY CO., in- corporated .....	1890
2 Edw. VII	105	" Time for construction extended; bond issue to apply also to ex- tension .....	1902
2 Edw. VII	105	" Time for construction extended; bond issue to apply also to extension .....	1902
4 Edw. VII	133	" Time for construction extended and limited.....	1904

TILSONBURG, LAKE ERIE AND PACIFIC RAILWAY CO.—*Continued.*

REIGN.	CHAP.		YEAR
55-56	5	(No. 280) Subsidy Act.....	1892
57-58	4	( " 317) " in lieu of 280.....	1894
60-61	4	( " 387) " additional.....	1897
62-63	7	( " 440) " " " .....	1899
3 Edw. VII	57	( " 544) " " " .....	1903
3 Edw. VII	57	( " 575) " " " .....	1903

Leased to CANADIAN PACIFIC RAILWAY.

61	87	TIMAGAMI RAILWAY CO., incorporated.....	1898
63-64	84	" Time for construction extended.....	1900
2 Edw. VII	106	" Time for construction further extended.....	1902
4 Edw. VII	134	" Time for construction further extended.....	1904
4-5 Edw. VII	161	" Name changed to "The Ontario Northern and Timagami Railway Co., Line of railway described; bond issue limited.....	1905
3 Edw. VII	57	(No. 580) Subsidy Act.....	1903

51	71	TOBIQUE VALLEY RAILWAY CO., incorporated.....	1888
55-56	60	" Confirming lease of, to Canadian Pacific Railway (schedule).....	1892
50-51	24	(No. 130) Subsidy Act.....	1887
53	2	( " 227) " additional.....	1890
54-55	8	( " 238) " in lieu of No. 130.....	1891
55-56	5	( " 244) " additional.....	1892
57-58	4	( " 354) " " " .....	1894

Leased to CANADIAN PACIFIC RAILWAY.

55-56	61	TORONTO, CITY OF, and Grand Trunk and Canadian Pacific Railways, agreement between (schedule).....	1892
56	48	" Confirming agreement in 55-56 Vic. cap. 61.....	1893

47	66	TORONTO, GREY AND BRUCE RAILWAY CO., (1868, Ch. 40), powers as to issue of bonds and first mortgage bonds; declaring subject to authority of Canada.....	1884
49	10	(No. 75) Subsidy Act .....	1886

See CANADIAN PACIFIC RAILWAY.

REIGN.	CHAP.		YEAR
54-55	86	TORONTO, HAMILTON AND BUFFALO RAILWAY CO., (1884, Ch. 75), declaring subject to legislative authority of Canada; general corporate powers.....	1891
56	62	" Confirming by-laws of Brantford and Hamilton respecting, —schedules "A" and "B"; amalgamation with Brantford, Waterloo and Lake Erie Railway.....	1893
58-59	66	" By-law 755 of City of Hamilton ratified; time for construction extended; and as to security for debts incurred (schedule)	1895
59	39	" As to application of money deposited in trust for debts; and disposal of debentures	1896
3 Edw. VII	197	" Power to increase bond issue to be subject to lien of first mortgage bonds.....	1903
4-5 Edw. VII	165	" Power to increase number of directors.....	1905
3 Edw. VII	196	TORONTO AND HAMILTON RAILWAY CO., incorporated.....	1903
4 Edw. VII	135	" Extension of railway authorized, and time for construction extended.....	1904
4-5 Edw. VII	164	" Authorizing construction of railway on Burlington Beach, subject to approval of Board of Railway Commissioners.....	1905
4-5 Edw. VII	165	" May issue preference stock on certain conditions.....	1905
61	88	TORONTO AND HUDSON BAY RAILWAY COMPANY, incorporated.....	1898
		TORONTO, LINDSAY AND PEMBROKE RAILWAY COMPANY, (Ont., 1899, Ch. 105),	
1 Edw. VII	7	(No. 521) Subsidy Act .....	1901
3 Edw. VII	57	(" 546) " revoke.....	1903
34	45	TORONTO, SIMCOE AND MUSKOKA JUNCTION RAILWAY CO., (1869, Ch. 30), confirming agreement for lease of, to Northern Railway Company (schedule) .....	1871

REIGN.	CHAP.		YEAR
See NORTHERN RAILWAY COMPANY OF CANADA.			
58-59	67	TRAIL CREEK AND COLUMBIA RAILWAY CO., incorporated	1895
60-61	64	“ As to issue of bonds; time for construction limited.....	1897
58-59	68	TRANS-CANADIAN RAILWAY CO., incorporated.....	1895
60-61	65	“ Time extended for completion; name changed to “Trans-Canada Railway Company.”	1897
60-61	65	TRANS-CANADA RAILWAY CO., name of Trans-Canadian Railway Company changed to	1897
2 Edw. VII	108	“ Time for completion extended	1902
4 Edw. VII	136	“ Time for construction further extended.....	1904
1 Edw. VII	7	(No. 540) Subsidy Act .....	1901
3 Edw. VII	57	( “ 554) “ revote.....	1903
3 Edw. VII	57	( “ 596) “ additional.....	1903
40	46	TRURO AND PICTOU RAILWAY CO., transfer of, to a Company.....	1877
42	12	“ Transfer Act amended .....	1879
U			
36	16	UNION FORWARDING AND RAILWAY CO., authority to increase capital.....	1873
40	66	“ Authorizing reduction of capital	1877
52	63	UNION RAILWAY CO. incorporated	1889
UNITED COUNTIES RAILWAY CO. (Que., 1883, Ch. 90).			
55-56	5	(No. 260) Subsidy Act .....	1892
56	2	( “ 297) “ in lieu of No. 260	1893
7-58	4	( “ 344) “ additional .....	1894
50-61	4	( “ 393) “ .....	1897
62-63	7	( “ 430) “ in lieu of Nos. 344 and 393. ....	1899
Sold to QUEBEC SOUTHERN RAILWAY.			
50-51	95	UPPER COLUMBIA RAILWAY CO., incorporated.....	1887

REIGN.	CHAP.		YEAR
		V	
3 Edw. VII	199	VANCOUVER AND COAST-KOOT- ENAY RAILWAY CO., incorporated.	1903
4-5 Edw. VII	171	" Time for construction extended	1905
1 Edw. VII	86	VANCOUVER AND LULU ISLAND RAILWAY CO., (1891, Ch. 60), confirming incorporation by Legislature of British Columbia	1901
		Leased to CANADIAN PACIFIC RAILWAY.	
	61	VANCOUVER, VICTORIA AND EAST- ERN RAILWAY AND NAVIGATION CO., (1897, Ch. 75), confirming incorpora- tion by British Columbia Legislature, and authorizing sale or lease to Canadian Pacific Railway.	
2 Edw. VII	111	" Time for construction extended	1898
4 Edw. VII	139	" Time for construction further extended	1902
4-5 Edw. VII	172	" Line of railway authorized, also power to connect with railways in State of Washing- ton, and to enter into agree- ments with other companies. Time for construction of rail- ways extended.	1904
		Owned by GREAT NORTHERN RAILWAY, U.S.	
1 Edw. VII	87	VANCOUVER, WESTMINSTER AND YUKON RAILWAY CO., incorporated	1901
4-5 Edw. VII	173	" Increase of capital authorized; time for construction extend- ed, and authority to enter into agreement with the Vancou- ver, Victoria & Eastern Rail- way and Navigation Co	1905
34	46	VAUDREUIL RAILWAY CO., confirm- ing incorporation by 16 Vic. cap. 134; as to issue of bonds; name changed to Ottawa, Vaudreuil and Montreal Rail- way Company	1871

REIGN.	CHAP.		YEAR
47	84	VAUDREUIL AND PRESCOTT RAILWAY CO., incorporated.....	1884
53	58	Name changed to Montreal and Ottawa Railway.....	1890
50-51	24 (No. 97)	Subsidy Act..... See MONTREAL AND OTTAWA RAILWAY.	1887
2 Edw. VII	112	VELVET (ROSSLAND) MINE RAILWAY CO., incorporated.....	1902
54-55	101	VICTORIA AND NORTH-AMERICAN RAILWAY CO., (1891, Ch. 64), authority to establish ferry across Straits of Fuca	1891
52	48	VICTORIA, SAANICH AND NEW WESTMINSTER RAILWAY CO., incorporated.....	1889
54-55	75	" Corporate powers revived.....	1891
49	80	VICTORIA AND SAULT STE. MARIE JUNCTION RAILWAY CO. incorporated.....	1886
53	53	" Time for construction extended VICTORIA AND SYDNEY RAILWAY CO., (B.C., 1899, Chs. 39 and 66).	1890

## W

4 Edw. VII	138	WALKERTON AND LUCKNOW RAILWAY CO., incorporated.....	1904
4-5 Edw. VII	175	" Lines of railway authorized, and time for construction limited	1905
1 Edw. VII	53	WASKADA AND NORTH-EASTERN RAILWAY CO., (1899, Ch. 55), agreement with Canadian Northern Railway confirmed	1901
1 Edw. VII	73	" Authorizing amalgamation with Manitoba Railway Co.....	1901
		WATERLOO JUNCTION RAILWAY CO. (Ont. 1889, Ch. 84).	
53	2 (No. 187)	Subsidy Act ..... Operated by GRAND TRUNK RAILWAY.	1890
50-51	68	WATERLOO AND MAGOG RAILWAY CO., (1871, Ch. 28), change of location authorized..... Owned by CANADIAN PACIFIC RAILWAY.	1887

REIGN.	CHAP.		YEAR
62-63	97	WELLAND (THE) AND GRAND ISLAND BRIDGE CO., name of BUFFALO AND FORT ERIE BRIDGE CO. changed to.....	1899
4 Edw. VII	139	Time for construction extended	1904
42	60	WELLAND RAILWAY CO., (1853, Ch. 136), authority to convert bonds into stock, and provisions governing.....	1879
47	53	Authorizing transfer to Grand Trunk Railway.....	1884
		See GRAND TRUNK RAILWAY.	
61	90	WESTERN ALBERTA RAILWAY CO., incorporated .....	1898
63-64	85	Time for completion extended	1900
3 Edw. VII	200	Powers of construction revived, and time for completion extended.....	1903
4-5 Edw. VII	176	Time for construction extended; agreement with Alberta Railway & Irrigation Company authorized.....	1905
62-63	7 (No. 454)	Subsidy Act.....	1899
4 Edw. VII	34 (" 637)	" in lieu of 454 .....	1904
50-51	77	WESTERN COUNTIES RAILWAY CO., (1870, Ch. 81), declaring subject to legislative authority of Canada; power to issue debenture stock or preference shares .....	1887
56	63	Name changed to Yarmouth and Annapolis Railway Company; confirming agreement for sale of to Syndicate (schedule).....	1893
		See DOMINION ATLANTIC RAILWAY.	
51	69	WESTERN ONTARIO RAILWAY CO., incorporated.....	1888
3 Edw. VII		WESTMINSTER BRIDGE CO., incorporated.....	1903
48-49	87	WEST ONTARIO PACIFIC RAILWAY CO., incorporated.....	1885
49	70	Authority to construct branch line; powers as to mortgage bonds.....	1886

WEST ONTARIO PACIFIC RAILWAY CO.—*Continued.*

REIGN.	CHAP.	YEAR
49	10 (No. 66) Subsidy Act .....	1886
53	2 (" 189) " in lieu of above	1890
	See ONTARIO AND QUEBEC RAILWAY.	
4 Edw. VII	142 WHITE HORSE AND ALSEK RAILWAY CO., incorporated.....	1904
	WHITE PASS AND YUKON ROUTE, owning and operating "The BRITISH YUKON RAIL- WAY" and the "BRITISH COLUMBIA RAILWAY.	
57-85	69 WINDSOR AND ANNAPOLIS RAILWAY CO., (1867, Chs. 36 and 40), name changed to Dominion Atlantic Railway.....	1894
58-59	69 " Sale of railway authorized.....	1895
	Now DOMINION ATLANTIC RAILWAY.	
45	16 WINDSOR BRANCH OF INTERCOLONIAL RAILWAY, respecting transfer of, to Western Counties Railway and to Windsor and Annapolis Railway (schedules) .....	1882
37	16 WINDSOR BRANCH OF NOVA SCOTIA, transfer to Western Counties Railway (schedule) .....	1874
61	120 WINDSOR AND DETROIT UNION BRIDGE CO., incorporated .....	1898
2 Edw. VII	114 " Time for construction limited .....	1902
55-56	62 WINNIPEG AND ATLANTIC RAILWAY CO., incorporated.....	1892
57-58	94 WINNIPEG GREAT NORTHERN RAILWAY CO., name of Winnipeg and Hudson Bay Railway changed to.....	1894
58-59	8 " Special subsidy, and authority to transfer portion of to Lake Manitoba Railway and Canal Company.....	1895
59	40 " Time for construction extended .....	1896
61	10 " Change in location of railway, and disposition of contract and land subsidy .....	1898
	See LAKE MANITOBA RAILWAY AND CANAL COMPANY.	

REIGN.	CHAP.	YEAR
50-51	81	1887
		WINNIPEG AND HUDSON BAY RAILWAY CO., (1890, Ch. 2), name of Winnipeg and Hudson's Bay Railway and Steamship Company changed to; incorporation continued
53	80	1890
54-55	81	1891
		Time for completion extended Special subsidy granted of \$80,000 per annum for twenty years..
57-58	94	1894
		Time for construction extended; name changed to Winnipeg Great Northern Railway
43	59	1880
		WINNIPEG AND HUDSON'S BAY RAILWAY AND STEAMSHIP CO., incorporated.....
46	69	1883
		Amalgamation of Nelson Valley Railway and Transportation Company with, and corporate powers confirmed.....
47	70	1884
		Charter continued; time for construction extended; power to issue bonds, etc.....
49	73	1886
		Charter continued in force, and time limited for construction
50-51	81	1887
		Corporate powers continued, and name changed to Winnipeg and Hudson Bay Railway
47	25	1884
		Dominion Lands Act, subsidy in land. Section 7
		See WINNIPEG AND HUDSON BAY RAILWAY.
48-49	89	1885
		WINNIPEG AND PRINCE ALBERT RAILWAY CO., incorporated
49	84	1886
		WINNIPEG AND NORTH PACIFIC RAILWAY CO., incorporated
52	68	1889
		Time for construction extended
1 Edw. VII	53	1901
		WINNIPEG TRANSFER RAILWAY CO., LIMITED; agreement with Canadian Northern Railway confirmed
1 Edw. VII	73	1901
		Authorizing amalgamation with Manitoba Railway Co..
57-58	95	1894
		WOLSELEY AND FORT QU'APPELLE RAILWAY CO., incorporated

REIGN.	CHAP.	WOOD	MOUNTAIN AND QU'AP- PELLE RAILWAY CO., in- corporated.....	YEAR
46	74	WOOD	MOUNTAIN AND QU'AP- PELLE RAILWAY CO., in- corporated.....	1883
48-49	16	"	New line of railway approved; as to lands required and bond issue; time for construction extended.....	1885
49	11	"	Special land subsidy to.....	1886
51	87	"	Time for construction extended	1888
52	66	"	New line of railway approved; time for completion limited	1889
53	83	"	Time for completion again ex- tended.....	1890
55-56	63	"	Time for construction extended; may enter into agreement with another Company.....	1892
57-58	96	"	Time for construction again ex- tended.....	1894
49	11	(No. VIII.)	Subsidy Act, land .....	1886
			WOODSTOCK AND CENTREVILLE RAILWAY CO. (N.B., 1887, Ch. 43).	
50-51	24	(No. 131)	Subsidy Act .....	1887
53	2	( " 203)	" additional.....	1890
55-56	5	( " 266)	" in lieu of No. 131	1892
55-56	5	( " 281)	" in lieu of No. 203	1892
57-58	4	( " 335)	" in lieu of Nos. 131 and 203.....	1894

## Y

56	63	YARMOUTH AND ANNAPOLIS RAIL- WAY CO., (1893, Chs. 46 and 141), name of Western Coun- ties Railway Company changed to .....	1893
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See DOMINION ATLANTIC RAILWAY CO.

45	53	YELLOW HEAD PASS, Government may dispense Canadian Paci- fic Railway Company from using .....	1882
		YORK AND CARLETON RAILWAY COMPANY, (N.B., 1887, c. 44.)	
57-58	4	(No. 351) Subsidy Act .....	1894
62-63	7	( " 423) " revote.....	1899
3 Edw. VII	57	( " 605) " additional.....	1903

REIGN.	CHAP.		YEAR
60-61	91	YUKON MINING AND TRANSPORTATION CO., (B.C., 1897, Ch. 38 and 77), confirming incorporation by British Columbia Legislature, and general corporate powers conferred.....	1897
2 Edw. VII	115	YUKON PACIFIC RAILWAY COMPANY, incorporated.....	1902

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62-63	92	ZENITH MINING AND RAILWAY COMPANY, incorporated	1899
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NOTE:—To find Leased and Allied lines of the various railway companies, see Location of Railways.



**TELEGRAPH, TELEPHONE AND CABLE COMPANIES.**

REIGN.	CHAP.		YEAR
46	78	AMERICAN, BRITISH AND CONTINENTAL CABLE COMPANY, LIMITED, (The). Name of EUROPEAN AMERICAN, CANADIAN AND ASIATIC CABLE CO. LIMITED, changed to .....	1883
42	5	ANTICOSTI AND MAGDALEN ISLANDS, subsidy for telegraphic communication.....	1879
56	73	AUTOMATIC TELEPHONE AND ELECTRIC COMPANY OF CANADA, incorporated.....	1839
44	33	ASIA, Marine Telegraph to, providing for incorporation of a Company .....	1881
45	54	" Authority to issue Letters Patent to a Company extended .....	1882
43	67	BELL TELEPHONE COMPANY OF CANADA, incorporated.....	1880
45	95	" Power to manufacture instruments; to issue bonds and to extend lines.....	1882
47	88	" Authority to increase capital stock.....	1884
55-56	67	" As to increase of capital stock, and limit of bond issue .....	1892
57-58	108	" Limitation of bond issue .....	1894
2 Edw. VII	41	Increase of capital, and regulation of rates.....	1902
44	33	CANADA AND ASIA, telegraphic communication.....	1881
36	96	CANADA ATLANTIC CABLE CO., incorporated.....	1873
40	69	" Corporate powers amended, and time for completion of works extended.....	1877
53	98	CANADA CABLE CO., incorporated.....	1890
45	94	CANADA MUMUAL TELEGRAPH CO., incorporated.....	1882

REIGN.	CHAP.		YEAR
32-33	63	CANADIAN AND EUROPEAN TELEGRAPH CO., incorporated	1869
35	96	" Time for commencement and completion extended. ....	1872
37	83	CANADIAN AND GREAT NORTHERN TELEGRAPH CO., incorporated....	1874
2 Edw. VII	51	CANADIAN NORTHERN TELEGRAPH COMPANY, incorporated. ....	1902
46	79	CANADIAN RAPID TELEGRAPH CO., incorporated. ....	1883
3 Edw. VII	100	CANADIAN TELEPHONE AND TELEGRAPH CO., incorporated	1903
37	84	CENTRAL CANADA TELEGRAPH CO., incorporated....	1874
60	14	COLUMBIA TELEPHONE AND TELEGRAPH CO., incorporated	1896
47	87	COMMERCIAL CABLE CO., incorporated	1884
43	65	COMPAGNIE (LA) FRANCAISE DU TELEGRAPHE DE PARIS A NEW YORK, certain powers granted to.....	1880
61	100	DAWSON CITY AND VICTORIA TELEGRAPH CO., incorporated	1898
34	52	DOMINION TELEGRAPH CO., incorporated. ....	1871
37	83	" Time for commencing and completing extended	1874
42	68	" Powers extended to all parts of the Dominion ..	1879
See GREAT NORTH-WESTERN TELEGRAPH CO.			
ELECTRIC TELEGRAPH COMPANIES ACT, (THE), R.S.C. (1886), C. 132.			
32-33	14	ELECTRIC TELEGRAPHHS, as to under what circumstances a company may diverge from its original line	1869
38	26	ELECTRIC TELEGRAPHHS, Marine	1875

REIGN.	CHAP.		YEAR
	44 50	EUROPEAN, AMERICAN, CANADIAN AND ASIATIC CABLE CO. (Limited), incorporated.....	1881
	46 78	" Rights and liabilities continued; section 3 amended, and name changed to "The American, British and Continental Cable Co. (Limited).....	1883
4-5 Edw. VII	93	FESSENDEN WIRELESS TELE- GRAPH COMPANY OF CANADA, incorporated.....	1905
	48-49 92	FORT MACLEOD RANCH TELE- GRAPH COMPANY, incorpo- rated .....	1885
	43 666	GREAT NORTH-WESTERN TELE- GRAPH CO. OF CANADA, incorporated .....	1880
3 Edw. VII	149	MARCONI WIRELESS TELEGRAPH CO., incorporated.....	1903
	35 95	MONTREAL TELEGRAPH CO., cor- porate powers extended to whole Dominion; capital stock increased.....	1872
	36 95	" Powers extended as in above Act.....	1873
	43 64	" Power to enter into arrange- ments with other companies; and as to wires underground and telephone wires.....	1880
	45 93	" Acts consolidated and powers enlarged.....	1882
See GREAT NORTH-WESTERN TELEGRAPH CO.			
	49 94	NORTH AMERICAN TELEGRAPH CO. (THE), incorporated...	1886
4 Edw. VII	104	" Increase of capital authorized; head office to be at Winnipeg	1904
	61 111	NORTHERN COMMERCIAL TELE- GRAPH CO., incorporated	1898
	62-63 120	" Authority to construct branches and to increase capital .....	1899
	63-64 110	" Authority to increase capital	1900
4-5 Edw. VII	136	NORTHWEST TELEPHONE & TELE- GRAPH CO., incorporated	1905

REIGN.	CHAP.		YEAR
	51 100	NOVA SCOTIA TELEPHONE CO., corporate powers in Nova Scotia and New Brunswick confirmed .....	1888
62-63	3	PACIFIC (THE) CABLE ACT, 1899, To provide for the establishment of direct sub-Marine telegraphic communication between Canada and Australia.....	1899
1 Edw. VII	5	" Repealing section 3 of the above Act, and guaranteeing payment of Canada's share.....	1901
32-33	14	TELEGRAPH COMPANIES (ELECTRIC), as to under what circumstances a company may diverge from its original line .....	1869
38	26	TELEGRAPHHS, MARINE ELECTRIC	1875
44	33	TELEGRAPH, Marine, between Canada and Asia .....	1882
46	45	TELEGRAPH, Marine, Pacific Coast to Asia.....	1883
44	46	TELEGRAPH OPERATORS ON GOVERNMENT LINES, declaration as to secrecy .....	1881
3 Edw. VII	70	TELEGRAPH SERVICE, To assist in establishing and maintaining telegraphic service for Canadian newspapers.....	1903
35	97	THUNDER BAY SILVER MINES TELEGRAPH CO., incorporated.....	1872
42	16	UNION ATLANTIC CABLE CO., incorporated.....	1877
4-5 Edw. VII	49	WIRELESS TELEGRAPHY IN CANADA, Act to provide for the regulation of .....	1905
62-63	131	YALE - KOOTENAY TELEGRAPH COMPANY, (LIMITED), incorporated.....	1899

NOTE.—No legislation respecting Telegraph Companies in the years 1887, 1889, or 1891.

**ORDERS OF THE GOVERNOR-GENERAL IN COUNCIL  
HAVING FORCE OF LAW.**

NOTE.—The Roman figures in the margin indicate the pages of the 1st volume of the Statutes of Canada in which Orders in Council appear, and the Arabic figures refer to the year of the reign of the Sovereign.

VICTORIA		YEAR
38	O. C., November 6th, 1874, INTERCOLONIAL RAILWAY, regulations respecting freight, and general classification per car load for specified articles.....	1875
(LXXXVII.)		
40	O. C., October 7th, 1876, INTERCOLONIAL RAILWAY, freight tariff from Halifax and St. John to Stations as far north as Campbellton. <i>Vide Canada Gazette</i> , Vol. 10, p. 488.....	1877
(CXXIII.)		
40	O. C., CANADIAN PACIFIC RAILWAY, land reserve, Battle River to Jasper House. <i>Vide Canada Gazette</i> , Vol. 9, p. 1538.....	1877
(LXVI.)		
42	O. C., CANADIAN PACIFIC RAILWAY, preservation of peace on. <i>Vide Canada Gazette</i> , Vol. 12, p. 704.....	1879
(LXI.)		
42	O. C., BROCKVILLE and OTTAWA and CANADA CENTRAL RAILWAYS, amalgamation of. <i>Vide Canada Gazette</i> , May 18th, 1879.	1879
(CX.)		
42	O. C., February 11th, 1879, INTERNATIONAL RAILWAY, local passenger tariff.....	1879
(XCVII.)		
42	O. C., COTEAU AND PROVINCE LINE RAILWAY and MONTREAL AND CITY OF OTTAWA JUNCTION RAILWAY COMPANY, amalgamation of. <i>Vide Canada Gazette</i> , June 28th, 1879.....	1879
(CX.)		
43	O. C., ONTARIO AND PACIFIC JUNCTION RAILWAY COMPANY, power to acquire lands to connect with railway system of Canada. <i>Vide Canada Gazette</i> , Vol. 13, p. 806.....	1880
(CXLIV.)		
43	O. C., CANADIAN PACIFIC RAILWAY, regulations for disposal of lands for, and issue of scrip. <i>Vide Canada Gazette</i> , Vol. 13, p. 781.....	1880
(LXXVIII.)		

VICTORIA	YEAR
44 (XXXVII.)	CANADIAN PACIFIC RAILWAY COMPANY, capital \$25,000,000; incorporated on the 16th day of February, 1881 1881
44 (XVIII.)	O. C., June 19th, 1880, repealing 7th section of O. C., of 24th October, 1879, CANADIAN PACIFIC RAILWAY, respecting lands, regulations as to scrip. <i>Vide Canada Gazette</i> , Vol. XIV., p. 38 . . . 1881
45 (CXXI.)	O. C., July 26th, 1881, INTERCOLONIAL RAILWAY, certain works on, exempted under 44 Vic. cap. 25. <i>Vide Canada Gazette</i> , Vol. 15, p. 199 . . . 1882
45 (XXX.)	CANADIAN PACIFIC RAILWAY CO., O.C., April 27th, 1881, allowance for iron bridges . . . . . 1882
(CXXIII.)	" Certain works on, exempted under 44 Vic. cap. 24 . . . . . 1882
(CXIX.)	" Tariff or tolls on, O. C. April 29th, 1871 . . . . . 1882
(XXXVII.)	" Allowance of bounty on fish plates, etc., made in Canada . . . . . 1882
(CXIII.)	" Act for preservation of peace <i>Vide Canada Gazette</i> , Vol. 15, pp. 1314 and 1181 . . . . . 1882
45 (XXII.)	O. C., WINNIPEG SOUTH EASTERN RAILWAY CO., Act of Manitoba incorporating disallowed. <i>Vide Canada Gazette</i> , Vol. 15, p. 978 . . . 1882
45 (CXIX.)	O. C., April 29th, 1881, CANADIAN PACIFIC RAILWAY, approving tariff of tolls for freight and passengers . . . . . 1882
46	O. C., Clifton Suspension Bridge Company (43).
(CXXI.)	O. C., May 28th, 1883, CANADIAN PACIFIC RAILWAY CO., approving By-law No. 56, establishing freight tolls on division west of Prince Arthur's Landing . . . . . 1883
46 (LXV.)	Proclamation for the preservation of peace in the vicinity of the CANADIAN PACIFIC RAILWAY. <i>Vide Canada Gazette</i> , Vol. XVI., p. 744 . . . 1883
46 (XXXIX.)	Proclamation declaring in force "An Act respecting the PORTAGE, WESTBOURNE AND NORTH-WESTERN RAILWAY CO." <i>Vide Canada Gazette</i> , Vol. 16, p. 438 . . . 1883

VICTORIA	YEAR
46	Regulations respecting transporting, manifesting and reporting dutiable goods by RAILWAY in or through Canada, to take effect May 1st, 1883.....
(XLV.)	1883
47	Proclamation respecting rescinding of O. C. of July 5th, 1882, by O. C. of November 29th, 1883, and declaring certain lands in CANADIAN PACIFIC RAILWAY belt re-opened for homestead and pre-emption entries. <i>Vide Canada Gazette</i> , Vol. XVII., p. 860..
(68)	1884
47	O. C., April 12th, 1884, declaring incorporation of "THE ESQUIMALT AND NANAIMO RAILWAY CO." <i>Vide Canada Gazette</i> , Vol. XVII., p.1648
(117)	1884
47	O. C., December 19th, 1883, approving passenger and freight tariffs of MANITOBA AND NORTH-WESTERN RAILWAY CO." <i>Vide Canada Gazette</i> , Vol. XVII., p. 1000
(115)	1884
48-49	CANADIAN PACIFIC RAILWAY preservation of peace on certain sections. <i>Vide Canada Gazette</i> , Vol. XVII., p. 1804
(CVII.)	1885
(CVII.)	" Preservation of peace, etc. <i>Vide Canada Gazette</i> , Vol. XVII., p. 1953
(CVIII.)	1885
(CIX.)	" Preservation of peace, etc. <i>Vide Canada Gazette</i> , Vol. XVII., p. 1918
(CIX.)	1885
(CIX.)	" Preservation of peace, etc. <i>Vide Canada Gazette</i> , Vol. XVIII., p. 424
(CX.)	1885
(CX.)	" Preservation of peace, etc. <i>Vide Canada Gazette</i> , Vol. XVIII., p. 484
48-49	" Preservation of peace, etc. <i>Vide Canada Gazette</i> , Vol. XVIII.p.1532
(CXLC.)	1885
48-49	" By-law No. 50, establishing passenger and freight tariffs, was approved. <i>Vide Canada Gazette</i> , Vol. XVIII., p. 239
(CXLV.)	1885
48-49	O. C., May 21st, 1885, By-law No. 31 of ONTARIO AND QUEBEC RAILWAY CO. was approved.....
(CXLV.)	1885
48-49	By O. C., May 5th, 1884, Rule 45 of GOVERNMENT RAILWAYS OF CANADA, approved by O. C. of August 15th, 1876, was rescinded and new rule adopted; and also Rule 58 $\frac{1}{2}$ , governing rules 48 to 58, was adopted. <i>Vide Canada Gazette</i> , Vol. XVII., p. 1959
(CXLIV.)	1885

VICTORIA	YEAR	
49 (LXXXI.)	O. C., July 23rd, 1885, CANADIAN PACIFIC RAILWAY. By-law No. 50 amended to authorize charge of ten cents for each ticket purchased on Company's trains. <i>Vide Canada Gazette</i> , Vol. XIX., p. 436	1886
49	O. C., October 6th, 1885, TEMISCOUATA RAILWAY, authorizing construction of, by Company. <i>Vide Canada Gazette</i> , Vol. XIX., p. 501	1886
48-49 (CXLIV.)	O. C., May 5th, 1884, rule 45 of the Rules and Regulations of GOVERNMENT RAILWAYS, approved by O. C. of August 15th, 1876, was rescinded and rule substituted requiring payment of ten cents each additional on tickets purchased on trains, and adding Rule No. 58½ imposing penalties for infractions of Rules 45 to 58, inclusive. <i>Vide Canada Gazette</i> , Vol. XVII., p. 1959	1886
48-49 (CXLV.)	O. C., January 10th, 1885, CANADIAN PACIFIC RAILWAY, approving By-law No. 50—Passenger Tariff. <i>Vide Canada Gazette</i> , Vol. XVIII., p. 1239	1886
48-49 (CXLV.)	O. C., May 21st, 1885, ONTARIO AND QUEBEC RAILWAY (leased to Canadian Pacific Railway), approving By-law No. 31 establishing maximum rate for carriage of passengers, and authorizing charge of ten cents per mile on tickets purchased on trains; also maximum mileage tariff of freight rates and tolls on lines and extensions. <i>Vide Canada Gazette</i> , Vol. XVIII., p. 1893	1886
50-51 (CLXXXV.)	O. C., August 3rd, 1883, approving local passenger tariff of NEW BRUNSWICK RAILWAY (leased to Canadian Pacific Railway), in effect January 1st, 1884 <i>Vide Canada Gazette</i> , Vol. XX., p. 242....	1887
50-51 (CXCIII.)	O. C., July 20th, 1886, granting charter to LAKE TEMISCAMINGUE COLONIZATION RAILWAY CO. for the construction of wharves and landing stages. <i>Vide Canada Gazette</i> , Vol. XX., p. 894....	1887

VICTORIA	YEAR
50-51 (CC.)	O. C., July 22nd, 1886, land grants on certain conditions to the GREAT NORTH-WEST CENTRAL RAILWAY CO. <i>Vide Canada Gazette</i> Vol. XX., p. 897. 1887
50-51 (CCX.)	O. C., August 3rd, 1886, authorizing the GREAT NORTH-WEST CENTRAL RAILWAY CO. to issue bonds to amount of \$25,000 per mile. <i>Vide Canada Gazette</i> , Vol. XX., p. 897. 1887
50-51 (CCXI.)	O. C., May 21st, 1887, approving rates of PRINCE EDWARD ISLAND RAILWAY per 100 lbs. for goods under general classification, and per car load for special articles. <i>Vide Canada Gazette</i> , Vol. XX., p. 242. 1887
51 (CCIV.)	Proclamation, July 5th, 1888, confirming Act passed by Legislature of Quebec to amend Charter of the QUEBEC CENTRAL RAILWAY COMPANY. <i>Vide Canada Gazette</i> , Vol. XXII., p. 102. 1888
52 (CIII.)	O. C., O. C., February 25th, 1889, INTERCOLONIAL RAILWAY, establishing tolls for carriage of freight in accordance with maximum freight tariff based on CANADIAN JOINT CLASSIFICATION, dated March 1st, 1888, and November 1st, 1888; also for storage and side and top wharfage in connection with said Railway. <i>Vide Canada Gazette</i> , Vol. XXII., p. 1671. 1889
52 (CIII.)	Proclamation, December 5th, 1888, declaring that Governor-General in Council was satisfied that no objection exists to constructing low level bridge across St. Lawrence River at point mentioned in 35 Vic. cap. 83, by CANADA ATLANTIC RAILWAY COMPANY. <i>Vide Canada Gazette</i> , Vol. XXII., p. 928. 1889
	October 26th, 1889, General Regulations for GOVERNMENT RAILWAYS, O. C., August 16th, 1876.

## VICTORIA

## YEAR

52 CANADIAN JOINT FREIGHT CLASSIFICATION, No. 6, taking effect April 15th, 1889. 1889

## ADOPTED BY

Canadian Pacific Railway.	Michigan Central Railroad (Canada Division).
Canada Atlantic Railway.	Niagara Central Railway.
Central Ontario Railway.	Pontiac Pacific Junction Railway.
Central Vermont Railroad (in Canada).	Quebec Central Railway.
Cumberland Railway and Coal Co.	Quebec and Lake St. John Railway.
Erie and Huron Railway.	Grand Trunk Railway.
Intercolonial Railway (Through Canadian Traffic).	Bay of Quinte Railway and Nav. Co.
Kingston and Pembroke Railway.	Napanee, Tamworth and Quebec Ry.
Lake Erie, Essex and Detroit River Ry.	Thousand Islands Ry.
Manitoba and North-Western Ry.	Temiscouata Railway.

53 October 15th, 1889, Tariff of tolls for carriage of freight on PRINCE EDWARD ISLAND RAILWAY, with maximum general freight tariff. *Vide Canada Gazette*, Vol. XXIII., p. 638 1889

52 (CIII.) CANADA ATLANTIC RAILWAY bridge over River St. Lawrence approved. *Vide Canada Gazette*, Vol. XXII., p. 998 1889

52 (CXVI.) O. C., June 15th, 1889, regulations governing drawbridge of ATLANTIC AND NORTH - WEST RAILWAY over Lachine Canal. *Vide Canada Gazette*, Vol. XXII., p. 2387 1889

53 (CXXXIV.) CANADIAN JOINT FREIGHT CLASSIFICATION, Supplement No. 1 to Classification No. 6, of April 15th, 1889, to take effect August 12th, 1889. *Vide Canada Gazette*, Vol. XXIII., p. 1020 1890

53 (CXXIV.) O. C., October 15th, 1889, PRINCE EDWARD ISLAND RAILWAY, maximum freight tariff, governed by Canadian Joint Freight Classification of March 1st, 1888; also tariffs for side and top wharfage at railway wharves and for storage were established. *Vide Canada Gazette*, Vol. XXIII., p. 1020 1890

VICTORIA	YEAR
53	O.C., November 29th, 1889, NORTH-WESTERN COAL AND NAVIGATION CO., tariff of tolls and rates based on Canadian Joint Freight Classification, No. 5, of March 1st, 1888, were approved. <i>Vide nanada Gazette</i> , Vol. XXIII., p.1499
(CXXXVIII.)	1890
53	O. C., April 24th, 1890, INTERCOLONIAL RAILWAY, amending freight tariff established February 25th, 1889, on agricultural products; stoves at O. R. reduced; cattle, horses and mules; furniture, certain articles of; molasses, small lots, reduced; lumber, confirming tariff of, February 23rd, 1880. <i>Vide Canada Gazette</i> , Vol. XXIII., p.2171
(CXI.)	1890
54-55	O. C., December 31st, 1890, QU'APPELLE, LONG LAKE AND SASKATCHEWAN RAILWAY and STEAMBOAT COMPANY, By-laws of, passed July 20th, 1889, tariff of tolls No. 6, and on December 9th, 1890, No. 7 amending No. 6, were approved. <i>Vide Canada Gazette</i> , Vol. XXIV., p.1208
(CXLV.)	1891
55-56	O. C., June 2nd, 1892, MANITOBA and NORTH-WESTERN RAILWAY CO., approving tariff of tolls under Canadian Joint Freight Classification. <i>Vide Canada Gazette</i> , Vol. XXVI., p.2....
(C.)	1892
55-56	Proclamation, October 1st, 1891, CANADIAN JOINT FREIGHT CLASSIFICATION No. 8, authorized on above date to apply to railway freight traffic to and from all points within the Dominion of Canada. <i>Vide Canada Gazette</i> , Vol. XXV., p. 580
(LXXIII.)	1892

CANADIAN JOINT FREIGHT CLASSIFICATION No. 8,  
1ST OCTOBER, 1891.

## ADOPTED BY

Brantford, Waterloo and Lake Erie Railway.	Manitoba and North-Western Railway.
Boston and Maine Railway (in Canada).	Michigan Central Railroad (Canada Division).
Brockville, Westport and Sault Ste. Marie Railway.	New Brunswick and Prince Edward Island Railway.
Buctouche and Moncton Railway.	Niagara Central Railway.
Canada Atlantic Railway.	Nova Scotia Central Railway.
Central Ontario Railway.	Northern Pacific and Manitoba Railway.
Central Vermont Railroad (in Canada).	Pontiac Pacific Junction Railway.
Cumberland Railway and Coal Co.	Prince Edward Island Railway.
Erie and Huron Railway.	Quebec Central Railway.
Grand Trunk Railway.	Quebec and Lake St. John Railway.
Intercolonial Railway.	Bay of Quinte Railway and Navigation Company.
Kingston and Pembroke Railway.	Thousand Islands Railway.
Kingston Napanee, and Western Railway.	Temiscouata Railway.
Lake Erie, Essex and Detroit River Railway.	Western Counties Railway.
Maine Central Railway (in Canada.)	Windsor and Annapolis Railway.

## VICTORIA

## YEAR

57-58	Proclamation, July 5th, 1893, under clause 226 of "The Railway Act," 51 Vic. cap. 29 an amended classification of freight, No. 9, approved, to be substituted for CANADIAN JOINT FREIGHT CLASSIFICATION No. 8, to be applicable to railway freight to and from all points within the Dominion of Canada. <i>Vide Canada Gazette</i> , Vol. XXVII., p. 198	1894
57-58	TOBIQUE VALLEY RAILWAY CO., confirming Acts of Legislature of New Brunswick, 48 Vic. cap. 51, and 50 Vic. cap. 16, Proclamation May 19th, 1893. <i>Vide Canada Gazette</i> , XXVI., p. 2122	1894
60-61	O. C., July 8th, 1896, approving By-laws adopted by the CANADA ATLANTIC RAILWAY CO., and the OTTAWA, ARNPRIOR AND PARRY SOUND RAILWAY CO., and O. C. dated October 24th, 1894, approving of certain By-laws of the said companies, was cancelled. <i>Vide Canada Gazette</i> , Vol. XXX., p. 296	1897

VICTORIA	YEAR
60-61 O. C., April 17th, 1897, under section 223, of "The Railway Act," a By-law of the CUMBERLAND RAILWAY AND COAL CO., adopted February 10th, 1898, authorizing directors to fix tolls, and a resolution of the directors dated March 29th, 1897, fixing the tolls to be collected by the said railway for the transport of passengers and goods, were approved.	
(XCHII.)	<i>Vide Canada Gazette</i> , Vol. XXX., p. 2220 1897
60-61 O. C., May 7th, 1895, under the provisions of the "Railway Act," By Law No. 5, a freight tariff of the TEMISCOUATA RAILWAY CO., adopted by the said Company at their annual meeting held on December 3rd, 1889, was approved.	
(XCHII.)	<i>Vide Canada Gazette</i> , Vol. XXX., p. 2286 1897
61 O. C., May 17th, 1897, approving Freight Tariff of the IRONDAL, BANCROFT AND OTTAWA RAILWAY COMPANY, By-law No. 1	
(LXXXVIII)	<i>Vide Canada Gazette</i> , Vol. XXXI., p. 1258 1898
61 O. C., July 29th, 1897, approving CANADIAN JOINT FREIGHT CLASSIFICATION No. 10.	
(LXXXIX.)	<i>Vide Canada Gazette</i> , Vol. XXXI., p. 2234 1898
61 O. C., February 28th, 1898, approving substitution of Supplement No. 2 for Supplement No. 1, and amendment of CANADIAN JOINT FREIGHT CLASSIFICATION No. 10	
(LXXXIX.)	<i>Vide Canada Gazette</i> , Vol. XXXI., p. 2258 1898
61 O. C., July 1st, 1896, approving a schedule of maximum fares and freight rates adopted by a by-law of the CANADA SOUTHERN RAILWAY COMPANY Dec. 19th, 1895, and amended June 17th, 1896.	
(LXXXVIII.)	<i>Vide Canada Gazette</i> , Vol. XXXI., p. 2171. 1898
61 O. C., Sept. 7th, 1896, approving tariff of tolls adopted by NIAGARA RIVER BRIDGE COMPANY on April 26th, 1884.	
(LXXXVIII.)	<i>Vide Canada Gazette</i> , Vol. XXXI., p. 2172. 1898

VICTORIA	YEAR
61 O. C., Nov. 27th, 1896, approving rates to be charged by ST. LAWRENCE & ADIRONDACK RAILWAY COMPANY for freight transport, and maximum rates for passenger traffic. (LXXXVIII.)	1896 <i>Vide Canada Gazette</i> , Vol. XXXI., p. 2111.
61 O. C., June 28th, 1897, freight tariff of CUMBERLAND RAILWAY AND COAL COMPANY amended by striking out "lumber," and by striking out all words after "Canadian Joint Freight Classification." (LXXXVIII.)	1898 <i>Vide Canada Gazette</i> , Vol. XXXI., p. 2110.
61 O. C., Oct. 26th, 1897, approving tariff of maximum tolls and rates of TORONTO, HAMILTON AND BUFFALO RAILWAY COMPANY; and authorizing Directors to fix tolls. (LXXXLX.)	1898 <i>Vide Canada Gazette</i> , Vol. XXXI., p. 2111.
61 O. C., January 22nd, 1898, cancelling O. C. Nov. 19th, 1897, authorizing mileage tariff of freight rates for INTERCOLONIAL RAILWAY, and adopting minimum weight for car loads as laid down in Canadian Joint Freight Classification. (LXXXIX.)	1898 <i>Vide Canada Gazette</i> , Vol. XXXI., p. 2258.
62-63 Proclamation, dated Dec. 10th, 1898, repealing Acts of Province of Nova Scotia and Parliament of Canada granting to WINDSOR AND ANNAPOlis or to DOMINION ATLANTIC RAILWAY certain privileges or rights respecting drawback of customs or import duties. See 58-59 Vic., Chap. 47. (LXXXI.)	1899 <i>Vide Canada Gazette</i> , Vol. XXXII., p. 1224
63-64 Proclamation, dated Sept. 21st, 1899, the Act 62-63 Vic., Chap. 5, and intituled "An Act to confirm an agreement entered into by HER MAJESTY with the GRAND TRUNK RAILWAY COMPANY for the purpose of securing an extension of the INTER-COLONIAL RAILWAY SYSTEM to the City of MONTREAL," was brought into force, from and after Sept. 26th, 1899. LVI.)	1900 <i>Vide Canada Gazette</i> , Vol. XXXIII., p. 617.

VICTORIA	YEAR
63-64	O. C., Oct. 24th, 1899, by-law No. 14, passed at a meeting of the shareholders of the OTTAWA AND NEW YORK RAILWAY CO. held on Sept. 19th, 1899, fixing the passenger and freight rates to be charged on that railway, was approved.
(LVI.)	<i>Vide Canada Gazette</i> , Vol. XXXIII, p. 863. 1900
63-64	O. C., dated June 9th, 1900, By-law No. 21, dated April 27th, 1900, enacted by GRAND TRUNK RAILWAY OF CANADA, fixing maximum freight rates, and the maximum rates for passenger traffic on the Company's lines in Canada was approved subject to certain modifications mentioned therein.
(LVI.)	<i>Vide Canada Gazette</i> , Vol. XXXIII, p. 2602 1900
63-64	Proclamation, dated June 23rd, 1900, under the provisions of the Act 62-63 Vic., Chap. 68, and intituled "An Act respecting the GREAT NORTHERN RAILWAY COMPANY, and to change its name to "GREAT NORTHERN RAILWAY OF CANADA," the said Act was brought into force on the day of the publication of said Proclamation.
(LVI.)	<i>Vide Canada Gazette</i> , Vol. XXXIII, p. 2707 1900
1 Edw. VII	O. C., July 24th, 1900, certain by-laws fixing tolls for passengers and freight on the DOMINION ATLANTIC RAILWAY were approved.
(LXXIX.)	<i>Vide Canada Gazette</i> , Vol. XXXIV., p. 196 1901
2 Edw. VII	O. C., February 18th, 1902, by-laws Nos. 3, 4 and 5 of the BRITISH YUKON RAILWAY fixing rates for conveyance of passengers and freight were approved, subject to revision by the Governor in Council under certain conditions.
(LXXVIII)	<i>Vide Canada Gazette</i> , Vol. XXXV., p. 1694. 1902
3 Edw. VII	O. C., Oct. 31st, 1902, by-laws Nos. 6 as set forth adopted at a special general meeting of the BRITISH YUKON RAILWAY CO., fixing the passenger and freight tariffs and enacting regulations to govern on that road, were sanctioned.
(LIV.)	<i>Vide Canada Gazette</i> , Vol. XXXVI., p. 998. 1902

		YEAR
VICTORIA		
3 Edw. VII	O. C., Feb. 4th, 1903, certain provisions as set forth for "general conditions of carriage" for freight over the CANADIAN GOVERNMENT RAILWAYS were adopted. (LIV.)	<i>Vide Canada Gazette</i> , Vol. XXXVI., p.1618 1903
3 Edw. VII	O. C., March 31st, 1903, amending O. C. of Feb. 4th, 1903, respecting "general conditions of carriage" for freight over the CANADIAN GOVERNMENT RAILWAYS. (LIV.)	<i>Vide Canada Gazette</i> , Vol. XXXVI., p.2034 1903
3 Edw. VII	O. C., March 31st, 1903, approving amendments to certain by-laws indicated by the letters "B", "C" and "D" adopted by the ALGOMA CENTRAL AND HUDSON BAY RAILWAY COMPANY, fixing tolls for transportation of passengers and goods, also fixing wharfage tolls to be in force at certain points named. (LV.)	<i>Vide Canada Gazette</i> , Vol. XXXVI., p.2086 1903
	O. C., October 31st, 1902, as amended by O. C. of 5th of November, 1903, approving Fair Wages Clauses to be incorporated in contracts between H.M. the King and the Department of Railways and Canals.....	1903
	O. C., November 28th, 1903, approving form of agreement and specification for railways entering into contract under Subsidy Acts .....	1903
3 Edw. VII	O. C., January 18th, 1904. By Proclamation of this date, the provisions of the Act 3 Edw. VII, chap. 58, entitled "An Act to amend and consolidate the Law respecting Railways" came into force and effect on the 1st of February, 1904. (LXIV.)	<i>Vide Canada Gazette</i> , Vol. XXXVII., p.1336 1904

NOTE.—Under the provisions of "The Railway Act," 1903, and amendments, all railway companies are required to submit tariffs of tolls, freight classification, and by-laws, rules and regulations to the Board of Railway Commissioners for Canada for approval, before publication in *The Canada Gazette*, in the manner specified in sections 255, 261 to 267, and 273 and 274 of the Act.

No references to these subjects, consequently, will appear in the Statutes of the Dominion of Canada, as heretofore, with the exception of those relating to Government Railways, which are exempt from the operation of the Act.

TABLE SHOWING LOCATION OF THE RAILWAYS OF THE  
DOMINION OF CANADA, 30th JUNE, 1904.

NOTE.—Railways indicated by an asterisk (\*) have been incorporated by Provincial Governments, and are subject to the jurisdiction of "The Railway Act," 1903, as provided for in Sections 6 and 7 of that Act, only.

Name of Railway.	Description.	Distance.	
		Miles.	Total.
Alberta Ry. and Coal Co.	From Lethbridge in District of Alberta, N.W. T., to Coutts, on International boundary, 4 ft. 8½ in. gauge .....	66.72	
	Also third rail for 20 miles, making a gauge of 3' 0".....		
	The portion from Dunmore to Lethbridge, 107 miles, was changed to 4 ft. 8½ in. gauge and sold to Can. Pac. Ry., 29th Nov., 1893.....		
Albert Southern . . . . .	Harvey Branch Junction to Alma, N.B.....	16.00	
	Harvey Branch Albert to Harvey Bank, N.B. ....	3.00	
			19.00
Algoma Central and Hud- son Bay . . . . .	Sault Ste. Marie to mile 64½—Main line.....	64.25	
	Branch—Michipicoten to Helen Mines.....	12.00	
	" Josephine Jct. to Josephine Mine.....	10.50	
	Trout Lake to Aweres.....	2.00	
	Mile 20 to Maple Camp.....	1.00	
	Lake Wilde to Breiting Mine.....	2.00	
			91.57
Baie des Chaleurs in At- lantic and Lake Super- ior System.....	Metapedia Station on C.P.R. to Paspebiac, 100 miles.....	100.00	
Bay of Quinte Railway...	Deseronto to Bannockburn.....	76.00	
	" west of Deseronto.....	4.00	
	" Deseronto Junction.....	4.00	
	Yarker to Sydenham.....	11.37	
			93.37
Bedlington and Nelson.....	International Boundary at Port Hill to Jct. Can. Pac. Ry. at Creston, and from Junc. with C.P.R. at Sirdar to Kuskomok .....		
British Yukon.....	White Pass to White Horse Spur, B.C. and Branch to White Horse.....		15.30
*Buctouche and Moncton	Moncton, on Intercolonial Railway, to Buc- touche, N.B. ....		90.32
			32.00
*Brockville, Westport and North Western.....	Brockville to Westport, Ont.....		45.00
Bruce Mines and Algoma.....	Town of Bruce Mines to Rock Lake Mine and 66 miles under construction.....		16.62
Calgary and Edmonton ....	Calgary to Edmonton.....	190.97	
	" MacLeod, District of Alberta.....	104.96	

## Location of Railways, &amp;c.—Continued.

Name of Railway.	Description.	Distance.	
		Miles.	Total.
Canada Atlantic, including Ottawa, Arnprior and Parry Sound Ry.	City of Ottawa to Junction with Grand Trunk at Lacolle and U.S. boundary. Crosses the St. Lawrence at Coteau by bridge. Connects with Grand Trunk Railway at Coteau and Lacolle, and Ottawa to Depot Harbour, Lake Huron near Parry Sound, . . . . .	400·30	
Central Counties. . . . .	From Glen Robertson, on Canada Atlantic to Hawkesbury, Ont. . . . .	21·00	
Leased to Can. Atlantic	South Indian, on Can. Atlantic, to Rockland	16·20	37·40
Canadian Northern. . . . .	Port Arthur to Winnipeg . . . . . Beaver to Grand View. . . . . Branches—Stanley Junct. to Gunflint Lake. . . . . " " Carman Junct. to Learys. . . . . " " Neepawa Junct. to McCreary Junct. . . . . " " Gilbert Plains Junct. to Erwood. . . . . " " Sifton Junct. to Winnipegosis. . . . . " " Emerson to Ridgeville. . . . . " " Winnipeg Transfer Track. . . . .	438·60 131·30 66·90 63·10 32·20 190·70 21·20 11·60 4·85	998·65 12·00
Canada Coals and Ry. Co., formerly Joggins. . . . .	Maccan Station, I.C.R., to Joggins Coal Mine		
Canada Southern. . . . .	Main Line—Windsor, Ont., to Suspension Bridge. . . . . Amherstburg Branch—Essex Centre to Amherstburg. . . . . St. Clair Branch—St. Clair Jct. to Courtright. . . . . Fort Erie Branch—Fort Erie to Welland Jct. . . . . Eric and Niagara Branch—Old Fort Erie to Niagara. . . . . Oil Springs Branch—Oil Springs to Oil City. . . . . Sarnia, Chatham and Erie—Oil City to Petroleum Leamington and St. Clair—Comber to Leamington. . . . .	226·18 16·83 62·63 17·50 30·60 5·50 7·00 15·95	
Canada Southern			382·19
Leased			
Canada Eastern. . . . .	Late Northern and Western of New Brunswick Gibson, opposite City of Fredericton to Chatham Junction, I.C.R. . . . . Chatham Junction to Chatham and Logieville via Nelson. . . . . Blackville to Indiantown. . . . .	107·00 20·00 9·00	
Canadian Pacific: Owned. . . . .	Main Line—Quebec to St. Martin's Junction . . . . . " " Montreal to Ottawa. . . . . " " Ottawa to Bonfield. . . . . " " Bonfield to Vancouver. . . . .	159·80 120·30 223·60 2,565·80	136·00
	Branches—Dunmore to Crows Nest. . . . . " " Piles Junction to Grand Piles. . . . . " " Berthier Junction to Berthier. . . . . " " Joliette Junction to St. Felix. . . . . " " Ste. Therese Junction to St. Jerome. . . . . " " " " to St. Eustache. . . . .	213·60 26·90 2·10 16·60 13·30 6·00	3,064·80
			295·93

## Location of Railways, &amp;c.—Continued.

Name of Railway.	Description.	Distance.	
		Miles.	Total.
Montreal and Western.....	Branches—St. Jerome to Labelle..... " Labelle to Nominingu..... " St. Lin Junction to St. Lin..... " Buckingham Stn. to Buckingham Village.....	66·90 23·50 15·10 4·60	
Brockville and Ottawa Railway .....	Branches—Carleton Junction to Brockville..... " Sudbury to Sault Ste. Marie..... " Sudbury to Copper Mines..... " Dyment to Ottamine..... " Molson to Lac du Bonnet..... " McGregor to Brookdale..... " Winnipeg Junction to Emerson..... " Les Riviere Junction to Manitou..... " Winnipeg to Winnipeg Beach..... " Rosenfeld to Gretna..... " Beach Junction to Teulon..... " Kenmay to Estevan..... Souris Branch. { Glenboro' to Souris..... " Deloraine to Napinka.....	44·90 178·90 5·60 6·90 22·00 36·00 63·60 99·60 50·20 13·70 37·30 156·20 45·70 18·70	
	Branches—Monteith Junction to Arcola..... " North Portal to Pasqua..... " New Westminster Junction to New Westminster.....	94·80 160·30 8·20	
Lake Temiscamingue Col- onization.....	Branches—Mattawa to Kippewa..... " Mission Junction to Huntington..... " Revelstoke to Arrow Head..... " Vancouver to Coal Harbour..... " Three Forks to Sandon..... " Wood Bay to Mowbray..... " North Star Junction to Kimberly..... " Deloraine to Lyleton..... " Fernie to Fernie Mines..... " Kickella to Esterhazy..... " Marysville Junction to Maryville.....	48·00 10·00 27·70 1·20 4·20 25·70 19·10 36·50 5·00 62·80 1·05	
Esquimalt & Nanaimo.....	Victoria to Wellington, Island of Vancouver .....	78·00	1,664·20
	Total Mileage owned.....		4,820·40
Leased Lines.....	Atlantic and North-west (in Canada)— South end Lachine Bridge to Maine boundary, Que..... Renfrew Jct. to Eganville, Ont.....	181·90 18·10	201·00
Canadian Pacific— Leased lines.....	St. Lawrence and Ottawa..... Ottawa to Prescott, Ont..... Chaudiere Junction to Sussex St., Ottawa.....	51·70 6·60	58·30

## Location of Railways, &amp;c.—Continued.

Name of Railway.	Description.	Distance.	
		Miles.	Total.
Canadian Pacific— <i>Cont.</i>			
Leased lines.....			
Ontario and Quebec—			
Montreal (Windsor Sta.,) to Toronto Junction.....	338·90		
Mile End to Adirondack Jct.....	9·90		
St. Luc Jct. to Western Jct.....	1·70		
Toronto Jct. to Toronto (Union Sta).....	4·70		
Leaside Jct. ....	5·30		
London to Windsor.....	122·60		
		471·40	
Credit Valley—			
Toronto Jct. to St. Thomas.....	116·80		
Streetsville Jct. to Melville Jct. ....	31·60		
Cataract to Elora.....	27·30		
		175·70	
West Ontario Pacific—Woodstock to London.....		26·60	
Toronto, Grey and Bruce—			
Toronto Jct. to Owen Sound.....	116·80		
Orangeville Jct. to Teeswater.....	69·80		
Glenannan to Wingham.....	4·50		
		191·10	
Guelph Junction—			
Guelph Jct. on Credit Valley Ry. to Guelph.....	15·00		
Montreal and Lake Maskinonge—			
St. Felix to St. Gabriel de Brandon.....		11·00	
Montreal and Ottawa—			
Vaudreuil to Jct. with the Canada Atlantic.....	86·70		
Rigaud to Pt. Fortune.....	6·80		
		93·50	
Toronto, Hamilton and Buffalo—			
Hamilton Junction to Hamilton.....		2·20	
Cap de la Madeleine—			
From Main Line C.P.R., at Junct. with Piles branch to Cap de la Madeleine.....		2·30	
New Brunswick—			
Woodstock to Maine boundary....	59·30		
Newburg Junction to Fredericton.....	58·50		
Aroostook Junct. to Edmondston.....	57·00		
St. John and Maine—			
Vanceboro to McAdam Junction.....	6·00		
McAdam Junction to Fairville.....	81·80		
Fairville to Carleton.....	4·00		
St. John Bridge and Ry. Extension—		91·80	
Fairville to St. John.....		2·00	
Fredericton—			
Fredericton Junct. to Fredericton.....		22·10	
New Brunswick and Canada—			
McAdam Junction to St. Stephen.....	33·90		
Watt Junction to St. Andrews....	27·50		
McAdam Junction to Woodstock.....	50·80		
Debec Junction to Maine boundary.....	5·00		
		117·20	

Location of Railways, &c.—*Continued.*

Name of Railway.	Description.	Distance.	
		Miles.	Total.
<i>Canadian Pacific—Cont.</i>			
Leased lines.....	St. Stephen and Milltown Ry.— St. Stephen to Milltown..... Tobique Valley— Perth Centre to Plaster Rock..... Manitoba and Northwestern— Portage la Prairie to Yorkton..... Bincarth to Russell..... Yorktown to Sheko .....	4·60 28·00	
	Saskatchewan and Western—Min- nedosa to Rapid City.....	18·20	294·60
Manitoba South-western Colonization— Manitou to Deloraine..... La Riviere to Glenboro'..... Elm Creek to Carman.....	100·30 103·30 12·10		215·70
Great North-west Central, Charter to Minita..... Forest to Lenore .....	71·00 40·70		111·70
British Columbia Southern— Crows-Nest to Kootenay Landing .....	180·00		
Nelson to Proctor.....	20·40		200·40
Shuswap and Okanagan— From Jet. with C.P.R. at Sicamous to Lake Okanagan.....	50·80		
Nakusp and Slocan— Nakusp on Arrow Lake to Three Forks of Carpenter's Creek, B.C. ....	36·30		
Columbia and Western— Robson to Midway..... Castlegar Jct. to Rossland..... Trail to Smelter Junction..... Mining Spur, including Rossland to LeRoi .....	99·60 30·70 2·00 24·80		157·10
Kootenay and Arrowhead— Lardo to Gerrard.....	33·40		
Columbia & Kootenay— Nelson to Robson..... Spur to mouth of Kootenay River .....	27·40 ·80		
Slocan Junction to Slocan.....	31·30		59·50
Vancouver and Lulu Island, Van- couver, to Steveston.....		16·90	
Calgary and Edmonton— Calgary Junct. to Strathcona..... " to MacLeod Jet....	190·60 105·60		296·20

## Location of Railways, &amp;c.—Continued.

Name of Railway.	Description.	Distance.	
		Miles.	Total.
Canadian Pacific— <i>Cont.</i>			
Leased lines... ....	Ottawa Northern and Western— Ottawa to Waltham (including Interprovincial Bridge).....	78·20	
	Hull Junction to Maniwaki.....	80·50	
	Total mileage leased.....	158·70	3,319·60
	"    owned .....		4,820·40
	"    in C. P. System .....		8,140·00
Canadian Government Railways... ....	Intercolonial— Halifax to Pt. Levis (via Harlaka)..... Dartmouth to Windsor Junction..... Truro to Sydney .....	674·87 12·12 214·17	
	Mulgrave to Point Tupper Ferry..... North Sydney Jct. to North Sydney..... New Glasgow to Pictou Landing..... Stellarton to Oxford Junction..... Brown's Point to Pictou..... Pugwash Jct. to Pugwash Station..... Painswick Jct. to Pt. du Chene..... Moncton to St. John..... Derby Junction to Indiantown .....	1·90 4·43 7·57 79·63 1·70 4·70 11·38 89·22 13·51 5·97 6·25	
	River Ouelle to St. Denis Wharf .....	16·38	
	St. Charles Jct. to Chaudiere Jct. (via St. Henri)..... Hadlow to Chaudiere Curve .....	5·66 27·57	
	Freight Branches..... Ys at various places.....	3·62	
		1,179·65	
	Windsor Branch (32 miles) of I.C. Ry. is operated by Dominion Atlantic Ry.		
Drummond County—			
	Chaudiere to Ste. Rosalie Jct. with Grand Trunk .....	115·93	
	St. Leonard to Nicolet and Balls Wharf on St. Lawrence.....	14·68	
Canada Eastern—	Fredericton to Chatham and branches.....	136·00	
		1,446·26	
Prince Edward Island—			
Main Line—	Alberton to Charlottetown.....	104·30	
	Royalty Junction to Georgetown.....	41·00	
	Branch—Mount Stewart to Souris.....	38·40	
	"    Alberton to Tignish .....	13·30	
	"    Emerald to Cape Traverse .....	12·00	
		200·00	
		1,655·26	

Location of Railways, &c.—*Continued.*

Name of Railway	Description.	Distance.	
		Miles.	Total.
*Cape Breton Railway.....	Point Tupper to St. Peters..... Terminal at St. Peters.....	30·00 1·00	31·00
*Caraquet.....	From Gloucester Junction, Intercolonial Railway, 5 miles south of Bathurst Station, easterly along the south shore of Baie des Chaleurs to Shippigan Harbour, N.B.....	68·00	
*Carillon and Grenville.....	Carillon to Grenville, Que., connecting at both termini with Ottawa River Navigation Company's steamers (Gauge, 5 ft. 6 in.)....	13·00	
Central Ontario .....	From Picton, in Prince Edward County, to Bancroft Branch, Ormsby Jet, to Coe-Hill Iron Mines, Wallaston, County of Hastings; connects with Grand Trunk at Trenton, Midland Railway, 2 miles west of Stirling, and with Ontario and Quebec, in Township of Rawdon.....	117·00 8·00	125·00
*Central Railway of New Brunswick, now New Brunswick Coal and Railway Co.....	From Norton Station, on the Intercolonial Railway, to Chipinan..... Extension, Chipman to Newcastle, 15 miles under construction.	44·66	
Chateauguay and Northern.....	Montreal to L'Epiphanie, 37 miles under construction.		
Coast Line, Nova Scotia, now Halifax and Yarmouth.....	Yarmouth to Barrington Passage.....		50·20
Cobourg, Northumberland and Pacific, now Campbellford, Lake Ontario and Western.....	From Cobourg, Ont., to Junction with Central Ontario Railway, 49 miles under construction		
Cumberland Railway and Coal Company (formerly Spring Hill and Parrsboro') .....	Spring Hill Junction, Intercolonial Railway, to Spring Hill Coal Mines, N.S., and Parrsboro', on the Bay of Fundy..... Spring Hill and Oxford Branch, 14 miles from Spring Hill Mines to Oxford Village on the Oxford and New Glasgow Branch, I.C.R., not in operation.		32·00
*Crows Nest Southern.....	International boundary to Swinton, B. C.....	43·38	43·38

Location of Railways, &c.—*Continued.*

Name of Railway.	Description.	Distance.	
		Miles.	Total.
Dominion Atlantic, comprising Windsor and Annapolis, Yarmouth and Annapolis and Cornwallis Valley and lease of Windsor Branch of Intercolonial .....	Windsor to Annapolis, N.S. .... Annapolis to Yarmouth..... Branches— Wilmot to Forbrook..... From Kentville to Kingsport, on Basin of Minas (formerly Cornwallis Valley Railway) .....	84·00 87·00 3·50 14·00 32·00	
	Windsor Branch of I. C. R.—Windsor to Windsor Junction, Intercolonial Railway, 14 miles from Halifax, leased..... Windsor to Truro. ....	278·37 57·87	
Midland Division.....	Strathcona to Edmonton, N.W.T.....	4·50	
Edmonton, Yukon and Pacific .....			
Elgin and Havelock .....	From Elgin, County of Albert, N.B., to Petitcodiac Junction with Intercolonial Railway; thence to Havelock in County of King's, N.B. Havelock to Keith's Mills.....	27·00 1·00	
Esquimalt and Nanaimo .....	Victoria to Wellington, Island of Vancouver.....	28·00	78·00
Fredericton and St. Mary's Railway Bridge.....	Over St. John River, connecting the Fredericton Railway, at Fredericton, with the New Brunswick Railway, and Canada Eastern Railway, at St. Mary's .....	1·33	
Grand Trunk (owned)—Main Line.....	Point Edward to Point Levis and Boundary Line, Vermont..... York to Sarnia Tunnel..... Suspension Bridge, Niagara Falls to Windsor.....	544·40 175·70 229·81	949·91
Branches, Eastern Division.....	Arthabasca Branch..... St. Lambert to Ft. Covington (Boundary)..... Brosseaus to Rouse's Point (Boundary)..... St. Isidore to Province Line..... St. Martine to Valleyfield..... Bonaventure to Dorval..... Jacques Cartier Union Ry..... St. Paul Branch..... St. Henri curve..... Wharf Branch, Montreal..... Wharf Branch, Lachine..... Kingston Branch .....	35·34 67·20 36·79 24·15 19·12 10·12 6·54 1·08 0·31 0·85 0·68 2·25 400·30 37·40	
	Leased to Canada Atlantic.....		641·83

Location of Railways, &c.—*Continued.*

Name of Railway.	Description.	Distance.	
		Miles.	Total.
Northern Division .....	Belleville Harbour to Midland.....	163·96	
	Madoc Junction to Eldorado.....	21·68	
	Port Hope to Peterboro'.....	30·57	
	Peterboro' to Lakefield.....	9·56	
	Millbrook Junction to Omemee Junction.....	15·12	
	Blackwater to Coboconk.....	36·19	
	Medonte Tramway.....	0·75	
	Scarboro Junction to Haliburton.....	114·82	
	Whitby Harbour to Manilla Junction.....	33·71	
	Stouffville to Jackson's Point.....	26·91	
	North Parkdale to Nipissing Junction.....	218·31	
	Muskoka Wharf Branch.....	1·00	
	Burlington Junction to Allandale.....	84·00	
	Allandale to Meaford.....	53·88	
	Colwell to Penetang.....	33·30	
Leased & partly owned.	Beeton Junction to Lake Junction.....	40·62	
	Hillsdale Tramway.....	8·28	
		892·66	
Middle Division.....	Blackwell to Point Edward.....	5·21	
	Galt to Elmira.....	25·02	
	St. Mary's to London.....	21·13	
	Toronto Belt Line.....	12·79	
	Bathurst St., Toronto to Hamilton.....	37·95	
	Port Dover to Hamilton.....	40·25	
	Burlington Beach Line.....	11·33	
	Stoney Creek and Gages connections.....	2·56	
	Komoka to Sarnia.....	50·85	
	Sarnia to Point Edward.....	2·67	
	Petrolia Branch.....	4·71	
	Fort Erie to Glencoe.....	145·55	
	Glencoe to Kingscourt.....	21·01	
	Port Colborne to Port Dalhousie.....	25·14	
	Clifton to Port Robinson.....	9·75	
	Welland Junction.....	0·20	
	Goderich to Goderich Harbour.....	1·00	
	Harrisburg to Tilsonburg Junction.....	42·54	
	Port Dover to Tavistock.....	55·68	
	Simeon to Port Rowan.....	17·00	
	Harrisburg to Southampton.....	128·44	
	Palmerston to Durham.....	26·73	
	Harriston to Wiarton.....	63·97	
	Stratford to Palmerston.....	36·60	
	Listowel to Kincardine.....	57·66	
	Hyde Park to Wingham.....	68·88	
	Cobourg to Harwood (not in operation).....	15·00	
		929·62	
		3,418·14	
Leased & partly owned.	Buffalo and Lake Huron Railway.....	162·00	
	Fort Erie to Goderich.....		
	Owen Sound Branch.....		
	Park Head to Owen Sound.....	12·42	
		174·42	

Location of Railways, &c.—*Continued.*

Name of Railway.	Description.	Distance.	
		Miles.	Total.
Leased or rented.....	Wharf Branch, Montreal.....	3·44	
St. Clair Tunnel and approaches.....	Under the St. Clair River, between Sarnia and Port Huron connecting the Grand Trunk Railway with railroads in State of Michigan..... (Length of tunnel between portals 6,000 ft., cylindrical in section with clear inside diameter of 19 ft. 10 inches).		3,596·00
Great Eastern in Atlantic and Lake Superior system.....	From junction with South Eastern Railway at Yamaska to River St. Francis..... From Nicolet to Junction with Grand Trunk Railway at St. Gregoire..... Yamaska to Sorel..... Pierreville to Nicolet, 15 miles under construction. St. Gregoire to Chaudiere Junction, 67 miles under construction.	6·00 7·00 10·00 2·25	23·00
Great Northern, including Lower Laurentian and Montfort and Gatineau Railways.....	From Riv. à Pierre Jet. with Quebec and Lake St. John Railway to Hawkesbury..... From Shawenegan Junct. to Shawenegan Falls..... From St. Jérôme Junction to St. Jérôme..... From Junction with Montreal and Western, near St. Sauveur, to Arundel.....	169·38 3·98 1·74 33·00	208·10
*Gulf Shore.....	Junction with Caraquet Railway at Pokemouche to Tracadie, operated by Caraquet Ry	16·78	
*Halifax and South-western, formerly Nova Scotia Southern, including Central Nova Scotia.....	Lunenburg to Middleton Junction..... New Germany to Caledonia.....	74·00 22·00	96·00
*Hampton and St. Martin, formerly St. Martin and Upham.....	From Hampton on Intercolonial Ry. to St. Martin County of St. John, N.B., on Bay of Fundy.....		29·00
Hereford.....	From International Boundary to Dudswell, County Wolfe, connects with Canadian Pacific Railway at Cookshire, Maine Central at International boundary, and with Quebec Central at Dudswell..... Dudswell to Lime Quarries (Dominion Lime Company).....	48·50 4·80	53·30
Indian River.....	Megantic to Boundary, under construction, 18·10 miles.....		

Location of Railways, &c.—*Continued.*

Name of Railway.	Description.	Distance.	
		Miles.	Total.
Interprovincial Railway Bridge and approaches, now included in Ottawa Northern & Western....	Across the Ottawa River at City of Ottawa 1.40 .....		
Irondale, Bancroft and Ottawa.....	From Junction with Grand Trunk Railway, near Kinmount Station, to Bancroft Station .....		48.00
Inverness and Richmond, now Inverness Ry. and Coal Co.....	Inverness to Point Tupper Junction.....		61.00
James Bay.....	From junction with Canada Atlantic Railway to Parry Sound, under construction, 3.90 miles.		
*Kaslo and Slocan.....	From Kaslo to Sandon, B.C.....	28.80	
	From Junction to Cody.....	3.00	31.80
*Kent Northern.....	Richibucto, N.B., to Kent Jct. Intercolonial Railway .....		27.00
St. Louis and Richibucto.....	Richibucto to St. Louis.....		7.00
Kettle River Valley.....	Grand Forks to International boundary.....		3.86
Kingston and Pembroke.....	Main Line Kingston to Renfrew.....	103.10	
	Glendower Branch-Bedford to Zanesville Mine .....	4.00	
	Robertsburg Branch-To Robertsburg Mines....	1.00	
	Branches-To Doran's Mills Charcoal Works, McLaren's Mills, Bethlehem Iron Mines, Lavant Mills, Clyde Forks Mills, Wilson's Mine, Carswell's Mills, William's Mine, Camerón Bay.....		4.75
	(Connects with Grand Trunk at Kingston, Canadian Pacific at Sharbot Lake and at Renfrew). .....		
Klondike Mines Railway.....	Klondike City to Stewart River, 82 miles under construction .....		112.85
*Lenora Mount Sicker.....	Lenora Mines to Crofton, B.C.....		2.00
*Lotbinière and Mégantic	Lyster Station, Grand Trunk, to St. Jean des Chaillons .....		11.50
*L'Assomption.....	L'Epiphanie Station, C.P.R. to L'Assomption		30.34
Lake Erie & Detroit River	Walkerville, Ont., to St. Thomas.....	126.78	3.50
Erie and Huron .....	Rondeau to Sarnia.....	72.63	
			199.41
London & Port Stanley.....	London to Port Stanley on Lake Erie.....		24.00
Lindsay, Bobcaygeon and Pontypool.....	From Bobcaygeon to 10 miles west of Pontypool on Canadian Pacific Railway, 39.50 miles under construction.....		
*Liverpool and Milton.....	From Liverpool, N.S., to Milton.....		5.00
*Manitoulin and North Shore.....	Sudbury to Gertrude Mines .....	13.50	
	Stanley Junction to Spanish River .....	1.50	
	Elsie Junction to Mines.....	1.00	
			16.00

## Location of Railways, &amp;c.—Continued.

Name of Railway.	Description.	Distance.	
		Miles.	Total.
*Maganetawan River.....	Burks Falls, on Grand Trunk Ry., to Maganetawan River.....		1·91
*Middleton & Victoria Beach.....	Middleton to Victoria Beach, 41 miles under construction.....		
The Manitoba Ry., formerly The Northern Pacific and Manitoba, the Winnipeg Transfer Ry., the Portage and Northwestern, the Waskada and North-eastern leased to Govt. of Manitoba and operated by the Canadian Northern.	International Boundary to Winnipeg..... Morris to Brandon..... Departure to Hartney..... Portage Junction to Portage la Prairie..... Portage la Prairie to Beaver..... Portage la Prairie to Delta..... Hope Farm Branch..... Fairground Branch..... Winnipeg Transfer Ry.....	65·94 145·24 50·94 52·52 20·02 15·05 2·86 .84 1·24	354·65 57·87
*Midland of Nova Scotia (formerly Stewiacke V.Y.) Massawippi Valley.....	From Windsor to Truro, N.S..... From Lennoxville to Vermont boundary, there connecting with Connecticut and Passumpsic Rivers Railway; also connects with Grand Trunk and C.P.R., at Lennoxville..... Branch-Stanstead Junction to Stanstead.....	31·95 3·51	35·46
Montreal and Vermont Junction.....	From Junction with Stanstead, Shefford and Chamby Railway, 2½ miles east of St. Johns, P.O., to Junction with Vermont and Canada Railway, at Vermont boundary; also connects at Stanbridge with Lake Champlain and St. Lawrence Junction Railway.....		23·60
Montreal, Portland and Boston, now Montreal and Province Line.....	Junction with Grand Trunk at St. Lambert to Farnham..... Marieville to St. Césaire..... Farnham to Freligsbury.....	32·00 8·60 18·00	58·60
Montreal and Atlantic (formerly South-eastern)	Main Line-Farnham to Richford on International boundary..... Sutton to Drummondville..... Leased-Lake Champlain and St. Lawrence Junction-Stanbridge to St. Guillaume..... (Connects with Connecticut and Passumpsic, Grand Trunk and Stanstead, Shefford and Chamby Railways).....	43·70 59·20 102·90 60·50	163·40

Location of Railways, &c.—*Continued.*

Name of Railway.	Description.	Distance.	
		Miles.	Total.
*Morrissey, Fernie and Michel.....	From Swinton to Carbonado, B.C.....		4·73
Nelson & Fort Sheppard.....	From Five Mile Point to Fort Sheppard on International boundary, B.C.....		55·42
*New Glasgow Iron, Coal and Railway Co., now Nova Scotia Steel and Coal Co.....	From Ferrona Junction, I.C.R., to Sunny Brae.....	12·50	
New Brunswick and Prince Edward Island..	From Sackville Station, Intercolonial Railway to Cape Tormentine.....	36·00	
*New Westminster Southern.....	Douglas to South Westminster.....	24·10	
Nipissing and James Bay	Junction of Pacific Junction Railway and Canadian Pacific to Moose Factory, 3·90 miles under construction.		
*Nosbonsing & Nipissing.	From Lake Nosbonsing to Lake Nipissing.....	5·50	
*Ontario, Belmont and Northern, now Marmora Ry.....	From Junction with Central Ontario Ry. to Iron Mines in Township of Belmont.....	9·60	
Leased to Central Ontario Ry.....	Eastman on C.P.R. to Lawrenceville and Kingsbury, Que.....	26·50	
Orford Mountain.....	Eastman to Bonallie Lake ..} 30 miles under " Bolton Springs..} construction Kingsbury to Windsor Mills..}	26·50	
Ottawa Valley in Atlantic and Lake Superior System.....	Lachute on C.P.R., to St. Andrew's on Ottawa River.....	7·00	
Ottawa and New York	From Ottawa to International Boundary near Cornwall.....	56·79	
*Pembroke Southern leased to Canada Atlantic..	From Pembroke to Golden Lake.....	20·90	
*Philipsburg.....	Stanbridge Station of Canadian Pacific and Central Vermont Railways, to Philipsburg, Missisquoi Co.....	7·50	
Pontiac and Renfrew.....	From Wyman's Station, on Pontiac Pacific Junction Railway, to Bristol Iron Mines, County Pontiac, Que.....	4·25	
Qu'Appelle, Long Lakes and Saskatchewan.....	From Canadian Pacific Railway at Regina, North-westerly to Long Lake and Prince Albert .....	253·96	
Quebec Bridge and approaches to connect adjacent Railways.....	(Across St. Lawrence River at Quebec, under construction 10 miles).		
*Quebec & Lake St. John	Quebec to Roberval.....	189·00	
	Chambord Junction to Chicoutimi.....	51·00	
		240·00	

## Location of Railways, &amp;c.—Continued.

Name of Railway.	Description.	Distance.	
		Miles.	Total.
*Quebec Central.....	Main Line—Sherbrooke to Harlaka Junction, Intercolonial Railway, 5 miles from Lévis, Que.....	137.50	
	Chaudiere Branch—Beauce Junction to St. Francis.....	15.00	
	Angus Branch—East Angus to Angus Mills.....	1.00	
	Tring Megantic—Tring Junction to Megantic.....		60.00
	(Connects with Grand Trunk, Canadian Pacific and Boston and Maine Railways at Sherbrooke).....		
			213.50
Quebec & New Brunswick	From Chaudiere Junction to Connors, N.B., 135 miles, 3 miles under construction.		
Quebec, Montmorency and Charlevoix.....	Hedleyville, Parish of St. Roch, Quebec, to Cap Tourmente.....		30.00
Quebec Southern, comprising East Richelieu Valley Railway and United Counties—And South Shore Ry.....	Noyan Junction to St. Robert Junction.....	82.00	
	From St. Francis du Lac to Junction with Grand Trunk at St. Lambert.....	61.50	
			143.50
Red Mountain.....	From International boundary Line, B.C., to Rossland.....		9.59
*Restigouche and Western, now International of New Brunswick.....	Campbellton, N.B., to St. Leonard's, 99 miles (20 miles under construction), 18 miles from Campbellton westward completed.....		18.00
	International Boundary to Noyan Jct.....		3.39
Rutland and Noyan.....	From Junction with Montreal and Vermont Junction Railway, near St. John, Que., easterly to Waterloo.....		43.00
Stanstead, Shefford and Chamby.....	St. John to St. Stephen, N.B. ....		82.50
Shore Line, now New Brunswick Southern.....			
*St. John Bridge and Ry. Extension, now leased by Canadian Pacific Railway.....	From St. John to Fairville, crosses St. John River at the Falls by a cantilever steel bridge, and connects Intercolonial Railway with New Brunswick Railway, C.P.R., included in Canadian Pacific System, 2.00 miles.		
*St. John Valley and Rivière du Loup.....	From Fredericton, N.B., to Woodstock, N.B., 66 miles, of which 6 miles are under construction .....		
Salisbury and Harvey (formerly Albert Ry).....	Salisbury to Albert, N.B. ....		45.00
Schomberg and Aurora.....	Bond Lake, Ont., to Schomberg, 15 miles under construction.		

Location of Railways, &c.—*Continued.*

Name of Railway.	Description.	Distance.	
		Miles.	Total.
St. Lawrence and Adirondack.....	From Junction with Canada Atlantic near Valleyfield to International Boundary..... Beauharnois to Junction with Canadian Pacific at Adirondack Junction.....	19.92 12.90	32.82
*Sydney and Louisburg (Dominion Coal Co.).....	Sydney Harbour to Louisburg Harbour..... Branches to coal mines.....	39.15 9.52	
St. Mary's River.....	Stirling to Cardston (District of Alberta).....		48.67 47.00
*Temiscamingue & Northern Ontario.....	North Bay to Temiscamingue, 200 miles under construction.		
Thousand Islands.....	Gananoque on St. Lawrence River to Gananoque Station, G.T.R.		6.33
Temiscouata.....	Rivière du Loup, Que., on Intercolonial, to Edmundston, N.B., on the New Brunswick Railway..... Branch—Edmundston to Connors, on St. John River	81.00 32.00	113.00
Tilsonburg, Lake Erie and Pacific.....	Port Burwell to Ingersoll		35.33
Toronto, Hamilton and Buffalo, including Brantford, Waterloo & Lake Erie.....	Waterford Jct. with Canada Southern to Welland Junction with Canada Southern—passing through the city of Hamilton..... Hamilton to Grand Trunk Junction..... Belt Line, Hamilton..... Chautler's Junction to Conboro road.....	79.88 1.77 3.52 2.61	87.78
Trans-Canada.....	From Roberval to Port Simpson across the continent, .60 mile from Roberval, westward under construction.		
*Victoria and Sidney.....	Victoria to Sidney, B.C.		16.26
*Victoria Terminal Railway and Ferry.....	Cloverdale to Port Guichon and 1.14 miles in City of Victoria.		18.40
Vancouver, Victoria and Eastern.....	Laurier to Grand Forks..... Grand Forks Junction to Danville.....	14.40 2.10	
Vancouver, Westminster and Yukon.....	3.81 miles under construction		16.50
*Wellington Colliery.....	Union Bay to Cumberland		13.89
*York and Carleton.....	Junction with Canada Eastern Ry. at Cross Creek Station to Stanley, N.B.		10.75
			5.75

## SUBSIDIES TO RAILWAYS.

The Dominion Government in 1882 adopted the policy of granting subsidies to railway enterprises, and, since the inauguration of that system, the following sums have been paid:—

For the fiscal year 1883-84, ended on June 30, 1884	\$ 208,000 00
" 1884-85	1885 403,245 00
" 1885-86	1886 2,171,249 00
" 1886-87	1887 1,406,533 00
" 1887-88	1888 1,027,041 92
" 1888-89	1889 846,721 83
" 1889-90	1890 1,678,195 72*
" 1890-91	1891 1,265,705 87*
" 1891-92	1892 1,248,215 93*
" 1892-93	1893 811,394 07*
" 1893-94	1894 1,229,885 10*
" 1894-95	1895 1,310,549 10*
" 1895-96	1896 834,745 49*
" 1896-97	1897 416,955 30*
" 1897-98	1898 1,414,934 78*
" 1898-99	1899 3,201,220 05*
" 1899-1900	1900 725,720 35*
" 1900-01	1901 2,512,328 86*
" 1901-02	1902 2,093,939 00*
" 1902-03	1903 1,463,222 34*
" 1903-04	1904 2,046,878 45*
	<hr/>
	\$28,316,681 16†

To the above there have to be added the following exceptional subsidies—

The Canada Central Railway, paid between 1878-83..	\$ 1,525,250 00
The Canadian Pacific Railway extension from St. Martin's Junction to Quebec, paid in 1885 .....	1,500,000 00

Total subsidies paid from "Consolidated Fund" up to June 30, 1902.....	\$313,41,931 16†
The main line subsidy to the Canadian Pacific Railway was paid from "Capital," amounting to.....	25,000,000 00

Total paid as subsidies.....	56,341,931 16†
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The above does not include the amount \$2,394,000, due to the Province of Quebec for the railway between Ottawa and Quebec, which amount has been transferred to the public debt, and on which interest at 5 per cent, is paid, amounting to \$119,700 a year. (See note on page 48 of the accountant's statement, Part II.)

\*In these amounts the subsidy of \$186,600 a year payable to the Atlantic and Northwest Railway Company, for 20 years from July 1, 1889, is included. Payment is made by the Finance Department.

†There was an error in the corresponding figures in last year's report, which is now rectified.

SUBSIDIES TO RAILWAYS.—Statement showing Railways subsidized by Grants of Dominion Lands.

Act Authorizing Subsidy	Name of Railway Company	Mileage subsidized	Acres granted per mile	Area granted
{ 48-49 Vic., c. 60.....	Alberta Railway & Coal Co.—			
50-51 Vic., c. 22.....	Dunmore to Lethbridge.....	109·50	6,400	700,800
52 Vic., c. 2.....				
{ 52 Vic., c. 4.....	Alberta Railway & Coal Co.—			
{ 52 Vic., c. 3.....	from Lehtbridge to International Boundary.....	64·62	6,400	413,568
53 Vic., c. 4.....	C. P. R.—Calgary and Edmonton Railway.....	294·07	6,400	1,888,448
44 Vic., c. 1.....	Canadian Pacific Railway—Main Line.....			25,000,000
53 Vic., c. 4.....	C. P. R.—Deloraine and Napinka Branch.....	18·01	6,400	115,264
53 Vic., c. 4.....	C. P. R.—Glenboro' and Souris Branch.....	45·24	6,400	289,536
{ 53 Vic., c. 4.....	C. P. R.—Kemnay and Estevan Branch.....	156·86	6,400	1,003,904
{ 54 Vic., c. 10.....	Branch.....	31·30	6,400	200,320
57-58 Vic., c. 57.....	C. P. R.—Pipestone Branch.....			
62-63 Vic., c. 57.....	Canadian Northern Railway.....	818·61	{ A. 6,400 B. 12,800 C. 6,400 }	8,580,928
49 Vic., c. 11.....	C. P. R.—Great Northwest Central Railway.....	50·00	6,400	320,000
48-49 Vic., c. 60.....	C. P. R.—Manitoba and North-Western Railway—Main Line	223·00		
49 Vic., c. 11.....	Russel Branch.....	11·50	6,400 }	2,918,400
57-58 Vic., c. 6.....	Saskatchewan and Western Ry.	15·45	6,400	98,880
53 Vic., c. 4.....	C. N. R.—Manitoba and South-Eastern Railway.....	98·00	6,400	627,200
{ 54-55 Vic., c. 10.....	C. P. R.—Manitoba and South-western Colonization Rail'y....	218·25	6,400	1,396,800
{ 48-49 Vic., c. 10.....				
{ 48-49 Vic., c. 60.....	C.P.R.—Qu'Appelle, Long Lake and Saskatchewan Railway....	253·96	6,400	1,625,344

NOTE.—By 62-63 Vic., caps. 57, 75 and 80, the Lake Manitoba Railway and Canal Co., the Winnipeg Great Northern Railway, the Manitoba and South-eastern Railway and the Ontario and Rainy River Railway were amalgamated with the Canadian Northern Railway, all the rights of these companies being vested in the new company.

SUBSIDIES TO RAILWAYS—Table of per mile Cash Subsidies paid in aid of Railway Construction showing amount of Subsidy granted for some Railways.

Name of Railway.	No. of miles built up to June 30, 1904.	No. of miles paid and provided for.	Subsidy paid and available at June 30, 1904	Subsidy paid to June 30, 1904	Subsidy paid to September 30, 1904.
			\$ cts.	\$ cts.	\$ cts.
1 Albert Southern.....	16	16	50,460 00	50,460 00	50,460 00
2 †Atlantic and Lake Superior.....	30	30	165,734 00	104,153 98	104,153 98
3 †Algoma Central and Hudson Bay.....	77	91	748,800 00	583,536 00	583,536 00
4 Baie des Chaleurs.....	70	70	620,000 00	620,000 00	620,000 00
5 Baie of Quinte.....	15	35	112,000 00	69,120 00	69,120 00
6 Beauharnois Junction.....	19·50	19·50	62,400 00	62,400 00	62,400 00
7 Belleville and North Hastings.....	6·84	6·84	21,888 00	22,888 00	21,888 00
8 Brantford, Waterloo and Lake Erie.....	18	18	57,600 00	57,600 00	57,600 00
9 Brockville, Westport and Sault Ste. Marie.....	44·50	44·50	105,200 00	105,200 00	105,200 00
10 Bruce Mines and Algoma.....	9	9	28,800 00	28,800 00	28,800 00
11 Buctouche and Moncton.....	31·75	31·75	101,600 00	101,600 00	101,600 00
12 Canada Atlantic.....	54·05	54·05	282,355 20	282,355 20	282,355 20
13 Canada Central.....	120	120	1,525,250 00	1,525,250 00	1,525,250,00
14 †Canada Eastern.....	107	107	350,400 00	350,400 00	350,400 00
15 †Canadian Pacific.....	1,905	1,905	25,000,000 00	25,000,000 00	25,000,000 00
16 " (extension)*.....	676	695·83	5,815,696 00	5,753,493 85	5,753,493 85
17 †Cape Breton extension.....	30	30	191,595 00	182,400 00	182,400 00
18 Caraquet.....	67	67	224,000 00	224,000 00	224,000 00
19 Central (of New Brunswick).....	45·66	89·50	238,400 00	142,400 00	142,400 00
20 Cornwallis Valley.....	14	14	44,800 00	44,800 00	44,800 00
21 Columbia and Kootenay.....	27·75	27·75	88,800 00	88,800 00	88,800 00
22 †Canadian Northern.....	490	490	2,048,000 00	1,909,132 00	1,909,132 00
23 Chateauguay and Northern.....	36·04	58	265,744 00	191,595 00	191,595 00
26 Cap de la Madeleine.....	2·32	2·32	7,424 00	7,424 00	7,424 00
25 †Coast of Nova Scotia (Now Halifax and Yarmouth).....	50	61	160,000 00	160,000 00	160,000 00
26 †Central Ontario.....	21	21	67,200 00	67,200 00	67,200 00
27 Cumberland.....	14	14	39,850 00	39,850 00	39,850 00
28 Dominion Lime Co.....	4·80	4·80	15,360 00	15,360 00	15,360 00
29 Dominion Coal Co.....	27·44	27·44	87,808 00	87,808 00	87,808 00
30 †Drummond Counties.....	133·00	135·60	423,936 00	423,936 00	423,936 00
31 †East Richelieu Valley.....	21·86	21·86	69,952 00	69,952 00	69,952 00
32 Elgin, Petitcodiac and Havelock.....	12	12	38,400 00	38,400 00	38,400 00
33 Erie and Huron.....	30	30	96,000 00	96,000 00	96,000 00
34 Esquimalt and Nanaimo.....	71	71	750,000 00	750,000 00	750,000 00
35 Fredericton and St. Mary's Bridge Co.....	1·33	1·33	30,000 00	30,000 00	30,000 00
Carried forward.....					

SUBSIDIES TO RAILWAYS—Table of per mile Cash Subsidies paid in aid of Railway Construction, &c.—Continued.

SUBSIDIES TO RAILWAYS—Table of per mile Cash Subsidies paid in aid of Railway Construction, &c.—*Continued.*

	Name of Railway.	No. of miles built up to June 30, 1904.	No. of miles paid and provided for.	Subsidy paid and available at June 30, 1904	Subsidy paid to June 30, 1904	Subsidy paid to September 30 1904.
	Brought forward....			\$ cts.	\$ cts.	\$ cts.
65	Montfort Colonization....	32·20	32·20	167,440 00	167,440 00	167,440 00
66	Maganetawan River....	1·11	1·11	3,552 00	3,552 00	3,552 00
67	†Massawippi Valley....	1·68	1·68	5,376 00	5,376 00	5,376 00
68	†Midland (Nova Scotia)....	57·18	58	365,418 00	362,200 00	362,200 30
69	Nakusp and Slocan....	36·80	36·80	117,760 00	117,760 00	117,760 00
70	New Brunswick and P. E. Island.....	35·45	35·45	113,440 00	113,440 00	113,440 00
71	New Brunswick Coal and Ry....	15	45	144,000 00	48,000 00	48,000 00
72	New Glasgow Iron and Coal Co....	12·45	12·45	39,840 00	39,840 00	39,840 00
73	Northern Colonization....	20·90	22	80,000 00	58,384 00	58,384 00
74	Northern Pacific Junct....	110	110	1,320,000 00	1,320,000 00	1,320,000 00
75	Nova Scotia Central....	73·50	73·50	235,200 00	235,200 00	235,200 00
76	Ontario, Belmont and Northern.....	9·60	9·60	30,720 00	30,720 00	30,720 00
77	Ontario and Quebec....	61·25	61·25	196,000 00	196,000 00	196,000 00
78	Orford Mountain.....	26·50	26·50	84,800 00	84,800 00	84,800 00
79	Oshawa Railway and Navigation Co....	7	7	22,400 00	22,400 00	22,400 00
80	†Ottawa, Northern and Western (formerly Ottawa & Gatineau Valley)....	82·28	86	410,688 00	410,688 00	410,688 00
81	†Ottawa and New York....	53·87	53·87	262,384 00	262,384 00	262,384 00
82	†Ottawa, Arnprior and Parry Sound.....	159·58	159·58	779,712 00	779,712 00	779,712 00
83	Parry Sound Colonization.....	47·75	47·75	152,800 00	152,800 00	152,800 00
84	Pontiac and Pacific Junction.....	70	70	193,578 00	193,578 00	193,578 00
85	†Phillipsburg Junction....	7·41	7·41	23,712 00	23,712 00	23,712 00
86	Pontiac and Renfrew....	4·25	4·25	13,600 00	13,600 00	13,600 00
87	Pontiac and Pacific and Ottawa and Gatineau.	Bridge. 20	Bridge. 20	212,500 00 64,000 00	212,500 00 64,000 00	212,500 00 64,000 00
88	†Pembroke Southern....					
89	Port Arthur, Duluth and Renfrew....	84·75	84·75	271,200 00	271,200 00	271,200 00
90	Quebec Central....	74·86	74·86	348,342 00	348,342 00	348,342 00
91	Quebec Bridge Co....	Bridge.	Bridge.	374,353 33	374,353 33	374,353 00
92	Quebec and Lake St. John....	245·85	245·85	1,006,743 50	1,006,743 00	1,006,743 50
93	Quebec, Montmorency & Charlevoix....	30	30	96,000 00	96,000 00	96,000 00
	Carried forward....					

## SUBSIDIES TO RAILWAYS—Table of per mile Cash Subsidies paid in aid of Railway Construction, &amp;c.—Concluded.

	Name of Railway.	No. of miles built up to June 30, 1904.	No. of miles paid and provided for.	Subsidy paid and available at June 30, 1904	Subsidy paid to June 30, 1904	Subsidy paid to September 30, 1904.
					\$ cts.	\$ cts.
	Brought forward....					
94	Shuswap and Okanagan.	51	51	163,200 00	163,200 00	163,200 00
95	South Norfolk.....	17	17	54,400 00	54,400 00	54,400 00
96	St. Catharines and Niagara Central.....	12	12	38,400 00	38,400 00	38,400 00
97	St. Clair Frontier Tunnel	2·23	2·23	375,000 00	375,000 00	375,000 00
98	St. Lawrence and Lower Laurentian.....	38·85	38·85	217,600 00	217,600 00	217,600 00
99	St. Louis, Richibucto & Buctouche.....	7	7	22,400 00	22,400 00	22,400 00
100	†St. Lawrence and Adirondack.....	33·51	33·51	149,481 60	149,481 60	149,481 60
101	†St. Mary River.....	44	46	126,200 00	115,960 00	115,960 00
102	St. Stephen and Milltown.....	4·64	4·64	14,848 00	14,848 00	14,848 00
103	Schomberg and Aurora.....	14·42	14·42	46,144 00	46,144 00	46,144 00
104	Temiscouata.....	112·95	112·95	645,950 00	645,950 00	645,950 00
105	†Thousand Islands.....	5·19	5·19	29,840 00	29,840 00	29,840 00
106	†Tilsonburg, Lake Erie and Pacific.....	33·96	47·50	117,431 48	117,431 48	117,431 48
107	Tobique Valley.....	27·88	27·88	134,016 00	134,016 00	134,016 00
108	Toronto, Grey and Bruce.....	4·58	4·58	14,656 00	14,656 00	14,656 00
109	†United Counties.....	59	59	188,816 00	188,816 00	188,816 00
110	Waterloo Junction.....	10·25	10·25	32,800 00	32,800 00	32,800 00
111	Western Counties.....	20	20	500,000 00	500,000 00	500,000 00
112	West Ontario Pacific.....	18·75	18·75	60,000 00	60,000 00	60,000 00
113	†York and Carleton.....	5·73	5·73	18,336 00	18,336 00	18,336 00
	Total.....	7,339·43	7,816·36	55,790,959 86	53,890,625 96	54,014,465 96

†Add subsidy of used rails as per statement, part iii., page 7, \$152,305.20, and Atlantic and North-Western, \$2,799,000, less subsidy Canadian Pacific Railway, main line, \$25,000,-000, and Western Counties Railway, \$500,000, which will then agree with statement of subsidies in part ii., page 48 viz., \$31,341,931.16.

\*Includes the mileage of the North Shore Railway, 160 miles.

†By 60-61 Vic., cap. 4, 62-63 Vic., cap. 7, 63-64 Vic., cap. 8, 1 Edward VII., cap. 7, 3 Edward VII., cap. 57, and 4 Edward VII., cap. 34, a subsidy was authorized on certain mileage of this railway, specified in the Act of Parliament, of \$3,200 per mile and a further subsidy beyond the sum of \$3,200 per mile, of 50 per cent on so much of the *average cost* of the said specified mileage subsidized as is in excess of \$15,000 per mile, such subsidy not exceeding in the whole the sum of \$6,400 per mile.

The amount of certain of the subsidies authorized by Parliament, given in this statement, includes the determined portion of the subsidies under 60-61 Vic., cap. 4, 62-63 Vic., cap. 7, 63-64 Vic., cap. 8, and 1 Edward VII., cap. 7, 3 Edward VII., cap. 57, and 4 Edward VII., cap. 34, viz.: The amount produced by the \$3,200 per mile, but the other portion is now an undetermined amount, and therefore cannot be shown here.

STATEMENT showing Railways receiving Cash Subsidies of fixed amounts, payable Annually or Semi-Annually for fixed periods of years.

No.	Name of Railway.	Miles Subsidized.	Amount of Instalment.	Amount paid up to June 30, 1904.
				\$      cts.
1	International (Atlantic and North-west Railway Co.).....	252	\$93,300 per $\frac{1}{2}$ year for 20 yrs.	2,799,000
2	Kingston, Smith's Falls and Ottawa Railway Co.....	56	\$ 3,136      "	21      "      Nil.
	Total.....	308		2,799,000.

Additional Subsidy Payments from July 1, 1904, to December 31, 1904.

Algoma Central and Hudson Bay Railway.....	.....	\$331,378	76
Atlantic and Lake Superior Railway.....	.....	43,131	85
Atlantic and North-west Railway.....	.....	93,300	00
Canadian Pacific Railway (Kootenay and Arrowhead Branch).....	.....	4,176	15
Lindsay, Bobcaygeon and Pontypool Railway.....	.....	123,840	00
		\$595,826	76

Railway aid has consisted; (1) of money grants (*a*) by the Federal Parliament, (*b*) by the Provincial Legislatures, (*c*) by the municipalities; (2) loans; (3) Government guaranties of interest; (4) Government issue of debentures by way of loan to railway companies; (5) Government guaranty of railway bonds; (6) direct issue of Government bonds to railways with a first mortgage on the companies' properties; (7) Imperial Government guaranty of capital; (8) share capital locally distributed; (9) land grants; (10) release of Government loans by placing them behind other loans; (11) composition of Government claims; (12) assumption by Government of liabilities; (13) direct construction by Government; (14) combined land and money grants.

#### RAILWAYS aided by grant of Loans.

Name of Railway Company.	Authorized.	Loaned.
	\$	\$
Albert Railway Co.....	15,000	14,726
Fredericton and St. Mary's Bridge Co.....	300,000	300,000
St. John Bridge and Railway Extension Co.....	500,000	433,900
	815,000	748,626

STATEMENT showing Railways subsidized by the Grant of used Iron Rails, valued at the amount set forth..

Name of Railway.	Tons of used Rails	Subsidy on value of Rails.	Subsidy on used Rails paid.
Central Railway Co. of New Brunswick.....	4,052	83,612	83,612
Elgin, Petitcodiac and Havelock Ry. Co.....	2,201	44,253	44,253
Chatham Branch Railway Co.....	958	24,440	24,440
Total.....	7,211	152,305	152,305

STATEMENT showing Railways aided by the Loan of used Iron Rails valued at the amount set forth.

No.	Name of Railway.	Tons of used Rails.	Value of used Rails loaned.	Remarks.
1	Kent Northern Railway Co.....	2,549	\$ 58,334 27	
2	Halifax Cotton Co.....	233	4,335 00	
3	Steel Company of Canada.....	597	11,964 66	
4	Albert Railway Co.....	726	14,665 45	
	Total.....	4,105	89,299 38	By 51 Victoria, chapter 3, these used rails will be granted as a subsidy, (the section of road to be first laid with new steel rails weighing not less than 50 lbs. per lin. yard and after an O.C. had been passed authorizing transfer).

NOTE A.—With regard to certain subsidies granted by Dominion Parliament.

By 60-61 Vic., cap. 4, 1897, 62-63, Vic., cap. 7, 63-64 Vic., cap. 8, 1900, and 1 Edward VII., cap. 7.—A subsidy was authorized on certain mileage of these railways specified in the said Acts of Parliament, of \$3,200 per mile, and a further subsidy beyond the sum of \$3,200 per mile, of fifty per cent on so much of the average cost of the said specified mileage subsidized as is in excess of \$15,000 per mile, such subsidy not exceeding in the whole the sum of \$6,400 per mile.

The amounts of certain of the subsidies authorized by Parliament which are given in this statement, include the determined portion of the subsidies, viz., the amounts produced by the \$3,200 per mile, but the other portion, being an undermentioned amount, cannot be shown here.

Of the railways shown in this statement, the following is the mileage which may be entitled to the additional subsidies under these said Acts—

Algoma Central.....	225	miles.
Bruce Mines and Algoma.....	9	"
Canadian Pacific—Extension of Pipestone Branch.....	50	"
" Extension of Waskada Branch.....	20	"
" Extension of Stonewall Branch.....	35	"
Cape Breton Railway.....	30	"
Central Railway of New Brunswick.....	45	"
Coast Railway of Nova Scotia, now Halifax and Yarmouth.....	61	"
Drummond County, new Intercolonial.....	42½	"

East Richelieu Valley, now in Quebec Southern.....	24	miles.
Great Northern.....	44	"
Gulf Shore.....	5½	"
Ontario and Rainy River, now in Can. Northern.....	80	"
Ottawa, Arnprior and Parry Sound.....	56	"
Ottawa and Gatineau, now Ottawa, Northern and Western.....	86	"
Ottawa and New York.....	87	"
Pembroke Southern.....	24	"
Philipsburg Railway and Quarry Co.....	0 <sup>66</sup> <sub>01</sub>	"
Pontiac Pacific Junction.....	21½	"
Restigouche and Western.....	20	"
St. Lawrence and Adirondack.....	13½	"
St. Stephen and Milltown.....	1 <sup>14</sup> <sub>00</sub>	"
Tilsonburg, Lake Erie and Pacific.....	28	"
United Counties, now in Quebec Southern.....	1	"
Inverness and Richmond.....	53	"
Montreal and Province Line.....	19	"
Nova Scotia Southern.....	97	"
York and Carlton.....	6	"
Atlantic and Lake Superior—Baie des Chaleurs.....	30	"
Central Ontario.....	20	"
Midland of Nova Scotia.....	58	"
Kingston and Pembroke.....	41	"
Manitoulin and North Shore.....	16	"
Middleton and Victoria Beach.....	5	"

NOTE B.—Memorandum of adjustment with Statement No. 3, Part II, being Accountant of Department of Railways and Canals Statement of Railway Subsidies to June 30, 1904.

	\$	Cts.
Total Dominion Government aid paid—Statement I.....	182,222,277	86
Add Atlantic and North-west Railway (portion in United States):		1,732,500 00
St. Catharines and Niagara Railway (Electric Railway) in Electric Railway Statistics.....	38,400 00	
Oshawa Railway and Navigation Co. (Electric Railway) in Electric Railway Statistics.....	22,400 00	
	184,015,377	86
<b>LESS</b> —Intercolonial Railway, including Windsor Branch Railway (cost).....	\$ 72,742,163	75
Prince Edward Island Railway (cost).....	6,128,116	80
Canadian Pacific Railway, construction of lines, built by Dominion (not including surveys) and transferred to Canadian Pacific Railway Co.....	31,145,738	54
Fredericton and St. Mary's Bridge Co. (loan).....	300,000 00	
Grand Trunk Railway Company (loan).....	15,142,633	33
Kent Northern Railway (rails loan).....	58,334	27
Salisbury and Harvey Railway (loan, including rails).....	29,391	01
St. John Bridge and Railway Extension (loan).....	433,900 00	
Windsor and Annapolis Railway.....	1,193,369 00	
Canadian Pacific Railway subsidy.....	25,000,000 00	
Western Counties Railway subsidy.....	500,000 00	
	152,673,646	70
Agreeing with subsidy No. 3, Part II, Accountant of Department of Railways and Canals Statement to June 30th, 1904.....	\$ 31,341,931	16

## STEAM AND ELECTRIC RAILWAY STATISTICS OF THE DOMINION OF CANADA.

TABLE showing the growth of the railways from year to year, since the opening of the first line in 1836.

Year.	Miles in Operation	Year.	Miles in Operation	Year.	Miles in Operation
1835	0	1858	1,863	1881	7,194
1836	16	1859	1,994	1882	7,331
1837	16	1860	2,065	1883	8,697
1838	16	1861	2,146	1884	9,577
1839	16	1862	2,189	1885	10,273
1840	16	1863	2,189	1886	10,773
1841	16	1864	2,189	1887	11,793
1842	16	1865	2,240	1888	12,184
1843	16	1866	2,278	1889	12,585
1844	16	1867	2,278	1890	13,151
1845	16	1868	2,278	1891	13,838
1846	16	1869	2,524	1892	14,564
1847	54	1870	2,617	1893	15,005
1848	54	1871	2,695	1894	15,627
1849	54	1872	2,899	1895	15,977
1850	66	1873	3,613	1896	16,270
1851	159	1874	3,832	1897	16,550
1852	205	1875	4,331	1898	16,870
1853	506	1876	4,804	1899	17,250
1854	764	1877	5,218	1900	17,657
1855	877	1878	5,782	1901	18,140
1856	1,414	1879	6,126	1902	18,714
1857	1,444	1880	6,858	1903	18,988
				1904	19,431

### ELECTRIC RAILWAY STATISTICS OF CANADA.

The following table gives particulars of Electric Railway Companies during the years ended December 31, 1901-1904:

	1904	1903	1902
Total number of railways sending returns	46	46	44
" miles of track, single	475.75	454.75	421.39
" " double	201.64	192.54	188.09
" motor cars	2,129	2,053	1,895
" trailers	255	298	326
" snow-sweepers and ploughs	131	109	97
" miles run	40,964,845	39,721,153	36,711,130
" passengers carried	191,755,066	167,703,958	145,609,993
" employees	6,984	7,439	5,427
Total amount of capital paid up	\$30,314,730	\$29,838,326	25,961,254
" bonded debts	19,641,777	17,013,758	15,794,408
" gross earnings	8,978,378	7,777,324	6,865,907
" gross expenses	6,528,142	5,018,779	4,140,490

## ELECTRIC RAILWAY STATISTICS.

MILEAGE IN PROVINCES FOR THE YEAR ENDING JUNE 30, 1904.

	Miles.
Ontario.....	375.74
Quebec.....	253.97
New Brunswick.....	13.00
Nova Scotia.....	44.79
Manitoba.....	28.00
British Columbia.....	51.00
Total.....	766.50

## CAPITAL OF RAILWAYS.

Nominal capital paid up to June 30, 1904.

	Miles con- structed.	Amount.	Per mile.	Remarks.
		\$ cts.	\$ cts.	
Ordinary share capital.....	19,611	347,158,117 42	17,702 21	
Preference .....	19,611	145,594,412 28	7,422 33	
Bonded Debt.....	19,611	449,114,035 34	22,901 13	
Aid from Dominion Govt.....	19,611	182,222,277 86	9,291 84	
" Ontario ".....	7,220	8,512,578 04	1,179 02	
" Quebec ".....	3,510	16,613,242 16	4,733 11	
" New Brunswick Govt.....	1,460	4,569,937 71	3,130 09	
" Nova Scotia ".....	1,104	2,846,707 18	2,578 53	
" Prince Edw. Is. Govt .....	209			
" Manitoba Govt.....	2,364	1,916,952 75	810 89	
" British Columbia Govt.....	1,544	37,500 00	24 28	
" North-west Territories.....	2,200			
" Municipalities in Ontario.....	7,220	12,862,197 80	1,781 46	
" Municipalities in Quebec.....	3,510	3,125,727 17	890 52	
" Municipalities in New Brunswick.....	1,460	336,500 00	230 48	Equal to an average of \$1,759.06 per mile on the total mileage.
" Municipalities in Nova Scotia.....	1,104	283,023 93	256 36	
" Municipalities in Prince Edward Island.....	209			
" Municipalities in Manitoba.....	2,364	490,600 00	207 11	
" Municipalities in British Columbia .....	1,544	37,500 00	24 28	
" Municipalities in North-west Territories.....	2,200	22,261 29	10 12	
Capital from other sources.....	19,611	10,838,347 36	552 66	
Total capital paid.....	19,611	1,186,546,918 29		

Government and Municipal Loans, Bonuses, &c., premised to Railways Completed and under Construction up to June 30, 1904.

	\$	cts.
Dominion Government.....	188,397,314	39
Ontario " .....	8,922,378	04
Quebec " .....	17,569,089	08
New Brunswick Government.....	4,863,012	71
Nova Scotia " .....	3,965,087	45
Manitoba " .....	1,916,952	75
British Columbia " .....	37,500	00
Municipalities in Ontario.....	12,947,197	80
" Quebec.....	4,875,074	00
" New Brunswick.....	341,500	00
" Nova Scotia.....	333,023	93
" Manitoba.....	595,600	00
" British Columbia.....	37,500	00
North-west Territories.....	25,000	00
Total.....	243,926,230	15

## GOVERNMENT RAILWAYS.

The railways belonging to the Government of Canada are known as the Canadian Government Railway System. They include, 1st, the Intercolonial and its branches; 2nd, the Prince Edward Island Railway; 3rd, the Canada Eastern Railway.

The total mileage of the Intercolonial system on June 30, 1905, was 1,469 miles of operated road, including the Windsor Branch (32 miles), the Drummond County Railway (170 miles) and the Canada Eastern Railway (136 miles).

The Intercolonial touches six Atlantic points, viz: Point du Chêne, Pictou, St. John, Halifax, Sydney and North Sydney.

	Miles.
Lévis (opposite Quebec) via St. Joseph and St. Charles Junction (14 miles) to Halifax.....	675
Lévis to St. John.....	578
Lévis via Truro to Sydney.....	827
" North Sydney.....	820

The following statement shows the financial position of each road on June 30, 1904:—

—	Capital paid up.	Earnings.	Expenses.	Profits.	Loss.
Intercolonial.....	72,735,935.80	6,339,231	7,239,982	29,352	900,750
Windsor Branch .....		53,634	24,281		
P. E. Island.....	6,128,116	234,390	335,695		101,305
Total.....	78,864,051.80	6,627,255	7,599,958	29,352	1,002,055

\*Including \$140,000 rental of leased lines.

## INTERCOLONIAL RAILWAY.

The Intercolonial Railway touches six Atlantic Ocean ports, namely, Point du Chêne, Pictou, Halifax, St. John, Sydney and North Sydney, as well as the ports of Quebec and Montreal on the River St. Lawrence.

The total length of the road operated during the year ended June 30, 1904, was 1,320.92 miles.

The following are the through distances.

	Miles.
Halifax to Montreal, via Lévis.....	837
St. John to Montreal, via Lévis .....	740
Sydney to Montreal, Via Lévis.....	990
North Sydney to Montreal, via Lévis.....	983

Freight is carried direct via St. Henri to Montreal, which would reduce each of the above distances by 6 miles.

## GOVERNMENT EXPENDITURE ON RAILWAYS.

The following statement shows the amount of Government expenditure on construction, staff and maintenance of railways in Canada for the last six years:—

RAILWAYS.	YEAR ENDED JUNE 30.					
	1899.	1900.	1901.	1902.	1903.	1904.
Pacific.....	\$ 8,419	\$ 236	\$ 8,979	\$ 449	\$ .....	\$ 33,076
Surveys and inspec- tions.....	63,487	6,922	6,020	13,038	9,103	13,671
Statistics.....	114	35	591	732	232	2,533
Intercolonial.....	4,757,616	6,227,753	9,094,259	10,240,154	8,450,920	9,119,548
Windsor Branch.....	12,873	12,892	16,863	16,376	17,843	24,281
Prince Edward Is.....	240,053	274,478	541,940	746,158	1,089,052	1,034,572
Subsidies, general.....	3,014,620	725,720	2,512,329	2,093,939	1,463,223	2,046,878
Annapolis & Digby Crow's Nest Pass.....	.....	.....	8,382	.....	.....	.....
Drummond County.....	1,459,000	.....	.....	5,000	.....	.....
Governor General's car 'Victoria'.....	2,500	1,400	1,000	1,145	658	1,451
Exploratory Sur- vey, Stikine River & Ocean, Port, C.B.....	.....	24,457	12,227	*283,323	.....	.....
Miscellaneous.....	608	.....	.....	6,241	†4,996	‡5,335
Reporting evidence before Railway Committee, Privy Council.....	199	488	343	500	484	500
International Rail- way Congress, Brussels.....	97	195	97	97	97	97
National Transcon- tinental Railway.....	.....	.....	.....	.....	.....	6,249
Railway Commission.....	.....	.....	.....	.....	.....	44,080
Total.....	8,102,821	8,733,576	12,203,029	13,407,152	11,036,608	12,332,271

\* Yukon Territory works (Stikine-Teslin). † Cattle guard commission. ‡ Cost of litigation, \$4,770.

The following is a comparative statement of the business done by Canadian steam railways in the years 1903 and 1904, particulars of the principal lines being given separately.

STEAM RAILWAY TRAFFIC.

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STEAM RAILWAY TRAFFIC.

Railways.	MILES IN OPERATION		CAPITAL PAID UP.		PASSENGERS CARRIED.		FREIGHT CARRIED.	
	1903.	1904.	1903.	1904.	1903.	1904.	1903.	1904.
British Yukon.....	No.	No.	\$	\$	No.	No.	Tons.	Tons.
90	90	2,934,119	2,934,119	12,930	11,264	29,834	32,361	
458	458	24,501,093	24,500,193	377,779	411,385	1,494,809	1,324,913	
136	136	2,085,611	2,085,611	53,831	58,169	107,690	85,944	
382	382	35,860,559	35,860,559	760,635	711,097	4,940,863	5,280,046	
296	6,474,513	+	459,928,531	92,112	+	169,869	+	
7,439	8,062	407,062,051	459,928,531	5,580,739	6,224,177	10,162,726	11,112,514	
1,236	1,353	51,719,895	52,785,814	281,801	358,133	901,608	1,109,585	
135	135	3,565,491	3,304,200	89,064	103,540	195,218	207,188	
32	32	1,213,500	1,213,500	29,730	36,673	512,627	456,159	
220	220	♦9,083,401	♦9,083,401	265,348	303,716	232,555	306,556	
78	78	3,250,000	3,250,000	153,326	143,129	192,112	192,112	
3,139	3,144	350,048,663	356,589,034	7,971,587	8,376,140	11,818,177	11,668,672	
208	208	14,373,549	14,772,358	160,019	145,039	319,856	286,671	
113	113	4,979,363	4,979,363	44,857	43,570	128,079	99,620	
222	223	6,026,291	7,193,834	604,953	609,265	977,360	1,339,966	
35	35	805,376	805,376	140,527	136,075	346,453	353,039	
164	164	5,915,874	5,915,874	209,702	211,546	829,863	844,123	
24	24	♦b	♦b	104,386	101,874	999,017	964,856	
57	57	2,482,384	2,482,384	101,191	106,216	64,799	60,059	
254	254	4,010,140	4,010,140	33,847	40,141	123,344	123,364	
240	240	10,081,519	14,151,521	207,993	247,905	233,467	218,730	
213	214	10,168,655	10,211,968	222,286	221,795	445,133	433,759	
143	143	7,982,561	8,059,170	78,309	78,309	141,755	141,755	

\* Not including capital paid-up of Windsor Branch. † Including Erie and Huron and London and Port Stanley. a Including business of South Shore previous to becoming part of Quebec Southern. b No reliable returns, original books lost or destroyed. ‡ Now part of C. P. Ry. System.

## GROSS AND NET INCOME OF THE RAILWAYS OF CANADA.

	YEARS ENDED JUNE 30.					
	1904.	1903.	1902.	1901.	1900.	1899.
Gross earnings from operation.	\$ 95,607,413	\$ 91,347,704	\$ 79,860,065	\$ 69,166,863	\$ 67,237,638	\$ 53,873,302
Less general operating expenses.	26,154,065	23,145,983	20,24,701	18,285,084	17,842,357	15,828,312
Income from operation.	69,453,348	68,201,721	59,585,364	50,881,779	49,395,281	43,044,990
" other sources.	4,612,023	4,716,823	3,806,438	3,731,886	3,502,632	3,370,483
Total income.	74,065,371	72,918,544	63,391,802	54,613,665	52,891,913	47,415,473
Deduction from income*.	48,409,097	44,335,540	37,068,891	32,083,643	29,857,442	24,877,905
Net income.	25,656,274	28,583,004	26,322,911	22,530,022	23,040,471	22,537,568
Capital, share and preferential.	492,752,530	483,770,312	460,401,863	424,414,314	410,326,095	391,300,360
Bonded debt.	449,114,035	424,100,762	404,806,847	391,696,523	373,716,704	362,053,495
Per cent of net income to capital, share and preferential.	5 20 p.c.	5·91 p.c.	5·72 p.c.	5·31 p.c.	5·62 p.c.	5·76 p.c.
	YEARS ENDED JUNE 30.					
	1898.	1897.	1896.	1895.	1894.	1893.
Gross earnings from operation.	\$ 56,862,192	\$ 50,075,170	\$ 48,512,500	\$ 45,055,390	\$ 47,611,846	\$ 50,174,099
Less general operating expenses.	15,365,083	13,637,097	13,356,023	12,577,649	13,396,177	13,467,466
Income from operation.	41,497,409	36,438,073	35,156,477	32,477,741	34,221,669	36,706,633
" other sources.	2,852,614	2,278,107	2,033,069	1,730,096	1,934,682	1,868,298
Total income.	44,350,023	38,716,180	37,189,546	34,207,837	36,156,351	38,574,931
Deduction from income*.	23,772,466	21,531,569	21,686,632	20,172,020	21,822,256	23,148,567
Net income.	20,577,557	17,184,611	15,502,914	14,035,817	14,334,095	15,426,364
Capital share and preferential.	378,151,790	367,611,048	361,075,341	361,449,590	361,760,508	371,877,287
Bonded debt.	354,946,866	348,834,086	336,137,601	330,785,546	327,005,803	307,225,888
Per cent of net income to capital, share and preferential.	5·44 p.c.	4·67 p.c.	4·29 p.c.	3·88 p.c.	3·96 p.c.	4·15 p.c.

\*Maintenance of line, buildings, &c., workings and repairs of engines and of cars.

**CANADIAN TRANSCONTINENTAL RAILWAY  
COMMUNICATION.**

HALIFAX OR ST. JOHN, TO MONTREAL.

The routes available between Halifax and Montreal are four in number, in all of which the Intercolonial is used either in whole or in part, as follows:—

*Halifax to Montreal.*

		Miles
1.	Intercolonial Railway, via Levis to Montreal.....	837
2.	Intercolonial Railway to St. John.....	275
	Canadian Pacific Railway, from St. John to Montreal	480
	Total.....	<u>755</u>

3.	Intercolonial Railway to St. John.....	275
	Canadian Pacific Railway, from St. John to Vanceboro'.....	90
	Maine Central Railway, from Vanceboro' to Danville Junction.....	224
	Grand Trunk Railway, from Danville Junction to Montreal	270
	Total.....	<u>859</u>

4.	Intercolonial Railway to St. John.....	275
	Canadian Pacific Railway from St. John to Edmundston	170
■	Temiscouata Railway, from Edmundston to Rivière du Loup	81
	Intercolonial Railway, from Rivière du Loup to Montreal	278
	Total.....	<u>804</u>

*St. John to Montreal.*

1.	Intercolonial Railway, via Lévis, to Montreal.....	740
2.	Canadian Pacific Railway to Montreal.....	480
3.	Canadian Pacific Railway to Edmundston.....	170
	Temiscouata Railway, from Edmundston to Rivière du Loup	81
	Intercolonial Railway, from Rivière du Loup to Montreal	278
	Total.....	<u>529</u>

## MONTREAL, OR QUEBEC, TO THE PACIFIC COAST.

*Montreal to Vancouver.*

1. Canadian Pacific Railway to Vancouver.....	2,906
2. Grand Trunk Railway to North Bay.....	560
Canadian Pacific Railway From North Bay to Vancouver	2,546
Total.....	<u>3,102</u>

*Quebec to Vancouver.*

1. Canadian Pacific Railway to Vancouver.....	3,052
2. Grand Trunk Railway to Montreal.....	172
Canadian Pacific Railway from Montreal to Vancouver.....	2,906
Total.....	<u>3,078</u>
3. Grand Trunk Railway to North Bay.....	732
Canadian Pacific Railway from North Bay to Vancouver.....	2,542
Total.....	<u>3,274</u>

The Canadian Pacific Railway was opened for through traffic on June 28, 1886.

## RAILWAY HISTORY OF THE WORLD.

The Romans constructed tracks consisting of two large lines of cut stones. These were the precursors of the modern railway.

The first rail tracks were made of wood, and were the invention of miners in the Hartz Mountains.

In 1730 the wooden rail was covered with an iron strap, and cast-iron rails began to be used in 1768. Wrought iron rails were patented in 1820.

The attempt to move wheels by steam dates back to the seventeenth century, when a number of experiments were made.

The first railway or tramway Act was passed in England in 1758.

Newton experimented with a steam motor in 1680. Dr. Robinson described in 1759 a steam vehicle. James Watts devoted himself from 1769 to 1785 to the development of the steam engine, which became the parent of the modern engine.

Oliver Evans constructed, at the beginning of the present century, a carriage propelled by steam, and exhibited it in 1804 at Philadelphia, in the presence of 20,000 spectators.

In 1814 George Stephenson began to apply himself to the construction of an improved locomotive. The first line on which his invention was used was the Liverpool and Manchester railway.

In 1824, a charter was granted to the Darlington and Stockton railway, and the road was opened in September, 1825, and was the first public carrier of goods and passengers.

The first railway in the United States was the Baltimore and Ohio, from Baltimore to Elliott's Mills, Md., 15 miles. It was commenced on July 4th, 1828, and opened for traffic in 1830. It was first operated by horse power, but steam locomotive traction was speedily substituted. The total railway mileage in the United States in 1904 was 203,132.

In 1832 a charter was granted by the Lower Canadian Legislature to the Champlain and St. Lawrence Railway, and it has the distinction of being the first passenger railway built in Canada. It was opened on July 23rd, 1836, by Earl Gosford. The first train consisted of four cars, drawn by horses, locomotive power being adopted in the following year. The length of the line was 16 miles, and the gauge was 5 feet 6 inches.

In 1834 two railways were incorporated in Upper Canada: the Cobourg and the London Gore—being the first for the Upper Canadian Province.

The first German railway was built between the cities of Nuremberg and Furth in 1835. It was four miles long.

In Austria the building of railways was greatly discouraged until 1836.

In Nova Scotia the first railway was built in 1839 (six miles in length) to connect the Albion Mines with the loading grounds on the shore of the Gulf of St. Lawrence. Locomotives were used.

Belgium began the construction of railways in 1834, and the first line (Brussels and Malines) was opened May 5th, 1835.

The French began railway agitation in 1832. The first railway—The Western—was opened between Paris and Rouen in 1837.

The first line opened in Java was in 1839.

The first line of railway in the Russian Empire was constructed from St. Petersburg, 16 miles, to Tscoksj-Sielo in 1842. The mileage in 1904 was 31,114.

The first line of railway in Switzerland was between Zurich and Aarau, and was completed in 1847.

In Denmark the first railway was built on the Island of Zealand in 1847.

The first railway in Spain was opened in 1848, between Barcelona and Mataro.

British India opened her first railway for public traffic between Bombay and Tannah in 1852.

In Italy railway enterprises have received attention since 1853.

Norway built its first railway, from Christiana to Eldsvold, in 1854.

Sweden commenced railway building in 1856.

The first railway on African soil was from Alexandra to Cairo, and was opened in 1856.

In Asiatic Turkey, the first line of railway was opened between Smyrna and Trianda, December 24th, 1860.

In Portugal very little railway building was done previous to 1863.

Venezuela opened a railway 56 miles long in 1866.

In Ceylon the first railway was built in 1867.

The first and principal line of railway in Japan was opened between Tokio and Yokohama in 1872.

In Sumatra, the first railway was opened in 1876.

The first railway in China, seven miles long, was built by an English Company in 1885, and in 1886 it was purchased by a Chinese company.

In the Malay Peninsula, the first railway was built in 1885.

The first railway in Burmah was built in 1889.

Railways were opened in other countries as follows: Holland, 1839; Mexico, 1850; Peru, 1851; Argentine Republic, 1854; Brazil, 1854; Roumania, 1860; Turkey in Europe, 1860; Algiers and Tunis, 1862; Paraguay, 1863; Uruguay, 1869; Honduras, 1871; Costa Rica, 1872; Bolivia, 1873; Guatemala, 1880; Nicaragua, 1880; Colombia, 1880; Salvador, 1882; and Abyssinia, 1901.

#### CANADA FIRSTS.

The first vessel to cross the Atlantic ocean under steam was the "Royal William," built in Canada, which sailed from Quebec in the year 1833.

The first steel steamship engaged in the Atlantic trade between Europe and America was the Allan Steamship "Buenos Ayrean," in the year 1879.

The first steamship equipped with turbine engines to cross the Atlantic Ocean was the Allan Line S. S. "Victorian," which arrived at Montreal on the 8th of May, 1905. A sister ship, the "Virginian," has made the record passage between Moville and Rimouski, the time occupied in making the distance, 2,290 miles, being 5 days, 22 hours, 20 minutes, arriving at the latter point on August 10th, 1905.

The first electric telegraph cable across the Atlantic ocean was laid to Canada, August 5th, 1868.

The first Canadian Pacific Railway train crossed the continent July 12th, 1886.

The largest Hydraulic Lift Lock in the world is on the Trent Canal, at Peterboro, Ont. The lock has a lift of 65 feet; the two lock chambers measure 140 by 33 feet each, with a depth of 9 feet 10 in., and one vessel can be raised and another lowered in one operation. The lock is double the size of any of the three existing in Europe, and is the only one of its character on this continent.

The Quebec Railway Bridge, now under construction, when completed, will have the longest cantilever span in the world, 1800 feet. The total length of the bridge will be 3,240 feet, and will require about 35,000 tons of steel to complete the superstructure. The longest span now in existence is that of the Forth bridge, Scotland, 1,710 feet.

## THE DECLINE IN RAILWAY CHARGES IN THE UNITED STATES.

The decline in railway charges in the United States has been continuous and extensive. The average rate per ton of freight carried one mile, measured in gold, has declined from nearly two cents in 1867 to less than eight mills in 1898, the last year covered by the reports of the statistician to the Inter-state Commerce Commission. The price of wheat at the port of New York during 1867 would pay for the transportation of but 2.84 bushels of wheat from Chicago to New York at the rates of that year; in 1897 the price, though considerably lower than in 1867, would pay for moving six bushels. In other words, the decline in the railway rates from Chicago to New York was twice as great as the decline in the price of wheat. The decline in passenger rates from 1871 to 1898 amounts apparently to 25 per cent., but, unlike that in freight rates, is not susceptible of satisfactory statistical presentation. The substantial identity of the service necessary to permit the use of the statistical method has not been preserved. The dollar that purchases transportation in a modern train, provided with automatic couplers and air brakes, traversing at sixty miles per hour a track of Bessemer steel rails weighing 100 pounds to the yard and guarded by block signalling apparatus, purchases vastly more than did the dollar paid for personal transportation a few decades ago, even though the distance traversed be but little greater at present. The public has preferred to have improved accommodation and better service rather than very much lower charges, and, as usual in America, has had its way. The same rise in the standard of living that has given the American farmer his top buggy, the piano in his parlour, his Sunday suit and Brussels carpet, has given us the luxurious coaches and well-ballasted roadbeds, the safety and the speed of modern passenger service. (From address before Trust Conference in Chicago, September, 1899, by Prof. H. T. Newcomb, of U. S. Department of Agriculture).



## QUANTITIES OF MATERIALS REQUIRED FOR ONE MILE OF TRACK OR PER TON OF RAILS.

Amount in Tons of Rails of Various Patterns to Lay One Mile of Track.

Weight per Yard.	Tons per Mile.	Weight per Yard.	Tons per Mile.	Weight per Yard.	Tons per Mile.
56	88	68	106 <sup>1 1/2 0</sup> <sub>2 1/2 0</sub>	82	128 <sup>1 1/2 0</sup> <sub>2 2 0</sub>
57	89 <sup>1 1/2 0</sup> <sub>2 2 0</sub>	70	110	85	133 <sup>1 1/2 0</sup> <sub>2 2 0</sub>
60	94 <sup>1 1/2 0</sup> <sub>2 2 0</sub>	71	111 <sup>1 1/2 0</sup> <sub>2 2 0</sub>	88	138 <sup>1 1/2 0</sup> <sub>2 2 0</sub>
61	95 <sup>1 1/2 0</sup> <sub>2 2 0</sub>	72	113 <sup>1 1/2 0</sup> <sub>2 2 0</sub>	90	141 <sup>1 1/2 0</sup> <sub>2 2 0</sub>
63	99	73	114 <sup>1 1/2 0</sup> <sub>2 2 0</sub>	92	144 <sup>1 1/2 0</sup> <sub>2 2 0</sub>
65	102 <sup>3 0 0</sup> <sub>2 2 0</sub>	75	117 <sup>1 1/2 0</sup> <sub>2 2 0</sub>	95	149 <sup>6 0 0</sup> <sub>2 2 0</sub>
66	103 <sup>1 6 0 0</sup> <sub>2 2 0</sub>	78	122 <sup>1 1/2 0</sup> <sub>2 2 0</sub>	98	154
67	105 <sup>1 6 0 0</sup> <sub>2 2 0</sub>	80	125 <sup>1 1/2 0</sup> <sub>2 2 0</sub>	100	157 <sup>3 2 0</sup> <sub>2 2 0</sub>

Number of Fastenings Required to the Ton of Rails.

Weight of Rail per Yd.	24-foot Rail.	25-foot Rail.	26-foot Rail.	27-foot Rail.	28-foot Rail.	30-foot Rail.	33-foot Rail.
Pounds	Joints.						
56	5.00	4.79	4.61	4.44	4.28	4.00	3.63
60	4.66	4.47	4.30	4.14	4.00	3.73	3.39
62	4.51	4.33	4.16	4.01	3.86	3.61	3.28
64	4.37	4.19	4.03	3.88	3.74	3.50	3.17
65	4.30	4.13	3.97	3.82	3.69	3.44	3.13
67	4.17	4.00	3.85	3.71	3.58	3.34	3.03
70	...	...	...	...	...	3.20	2.90
75	...	...	...	...	...	2.98	2.71
80	...	...	...	...	...	2.80	2.54
85	...	...	...	...	...	2.63	2.39
90	...	...	...	...	...	2.48	2.26
95	...	...	...	...	...	2.35	2.14
100	...	...	...	...	...	2.24	2.03

Splice Bars and Bolts for One Mile of Track.

Length of Rail, Feet.	Number of Splice Bars Required.	Number of Bolts Required.		Number of Rails or Complete Joints.
		4-Hole Splice.	6-Hole Splice.	
24	880	1,760	2,640	440
25	844	1,688	2,532	422
26	812	1,624	2,436	406
27	782	1,564	2,346	391
28	754	1,508	2,262	377
30	704	1,408	2,112	352
33	640	1,280	1,920	320

## Cross Ties Per Mile.

	Centre to Centre.	Ties.
18 inches.		3,520
21 "		3,017
24 "		2,640
27 "		2,347
30 "		2,112

## Railway Spikes.

Size Measured Under Head.	Average Number Per Keg of 220 lbs.	Ties Two Feet Between Centre and Four Spikes per Tie, Makes per Mile.		RAIL USED Weight per Yard.
Inches. 5½ x 9-16	375	Pounds. 5,632	Kegs. 28·16	45 to 100
5 x 9-16	400	5,280	26·4	40 to 56

Table of Cubic Yards of Ballast per Mile of Road; Side Slope of Ballast 1 to 1; Width in Clear between Tracks of Double Track Road, 6 Feet.

Depth in inches	Top Width, Single Track.			Top Width, Double Track.		
	10 ft.	11 ft.	12 ft.	21 foot.	22 ft.	23 ft.
12	Cubic Yards. 2,152	Cubic Yards. 2,347	Cubic Yards. 2,543	Cubic Yards. 4,303	Cubic Yards. 4,499	Cubic Yards. 4,695
18	3,374	3,667	3,960	6,600	6,894	7,188
24	4,694	5,085	5,474	8,996	9,388	9,780
30	6,111	6,600	7,087	11,490	11,980	12,470

## EXPANSION OF RAILS.

A steel rail 30 feet long expands  $\frac{1}{4}$  of an inch for a change of 100 degrees in temperature. Some roads, upon laying rails, allow the following expansion:—

At zero, expansion should be 1-4 inch; at 25 above, should be 3-16; at 50 above, should be 1-8 inch; at 75 above, should be 1-16 inch.

NOTE.—Expansion should always be uniform. By observing this and using care in placing plates and in spiking, much can be done to stop "creeping track."

To find the gross tons of steel rails per mile, multiply the weight of one yard by 11 and divide by 7.

The number of tons of rails of 2,000 lbs. required per mile is very nearly  $1\frac{3}{4}$  times the weight per yard.

## LIFE OF TIES.

Chestnut.....	7 years	Cedar.....	12 to 16 years.
White Oak.....	7 years	Hemlock....	3 to 6 years.
Spruce Pine.....	5 years	Mountain Pine..	2 to 4 years.

## TREATED TIES.

Wellhouse process, about 15 years. Burnettized, rusts spikes rapidly.  
Creosoting prevents rust.

## GRADE AND CURVATURE.

A grade of one per cent. is that fraction of 5,280 feet, or 52.80 feet per mile.

## CURVES ON RAILWAYS.

To find the radius of any curve, divide 5,730 feet by the degree of the curve.

## DEGREE OF CURVE.

1.—To find the degree of any curve: Find the Middle Ordinate of a chord 61 feet 4 inches. The number of inches in this M. O. is the degree of the curve.

2.—To find the Middle Ordinate of a 30 foot rail: divide the degree of the curve by 4. This is good up to 10 degrees.

## RESISTANCE OF CURVES.

W—weight of vehicle.

R—radius of curve.

D—distance apart from tread to tread.

L—length of right wheel base.

F—coefficient of friction of wheels on rail, varying from .1 to .27 according to weather.

$$\text{Resistance due to curve} = \frac{W F (D + L)}{2 R}$$

The tractive resistance on railways is stated by Max Schliemann to be 9 to 18 pounds per ton, on tramways 26 to 33 pounds, on good stone pavement from 44 to 55 pounds, on bad stone pavement from 66 to 78 pounds, on good Macadam from 44 to 67 pounds, on bad Macadam from 77 to 100 pounds, and on sand roads from 130 to 220 pounds.

## CONCRETE CONSTRUCTION.

## CEMENT.

Weight per Barrel.

Portland.  
375 lbs., net.

Natural.  
265 lbs., net.

## PROPORTIONS FOR CONCRETE IN RAILWAY CONSTRUCTION.

Bridge Piers. (Submarine.)	Culverts.
Cement.....	1
Sand.....	2
Stone.....	5

One barrel of cement will make, mixed with water, about  $3\frac{3}{4}$  cubic feet of thick mortar.

Proportions of materials, according to strength required, that may be used in concrete work:—

Cement.	Sand.	Broken Stone.
Portland, 1.....	3	7
" 1.....	4	9
" 1.....	6	11
Rosedale, 1.....	2	5
" 1.....	3	7

For concrete, with clean stone, the largest of which should pass through a 2-inch ring, the percentage of mortar should be,—maximum, .55; Minimum, .50.

## QUANTITIES OF MATERIALS BY CUBIC MEASUREMENT.

Broken stone'.....	$\frac{1}{2}$ cubic yard.
Sand.....	$\frac{1}{2}$ " "
Cement according to strength required.	

TESTS OF CEMENT REQUIRED UNDER SPECIFICATIONS<sup>2</sup> OF DEPARTMENT OF RAILWAYS AND CANALS.

In standard tests the tensile strength, in briquettes of neat cement, shall be:—

One day air and 6 days water.....	450 lbs. per sq. in.
One day air and 27 days water.....	600 " "

The tensile strength shall, in briquettes of one part cement to three parts sand<sup>3</sup> by weight, be:—

One day air and 6 days water.....	150 lbs. per sq. in.
One day air and 27 days water.....	250 " "

INFORMATION RELATING TO CANALS OF THE DOMINION OF  
CANADA.

Name of Canal.		LOCKS.					Total Length stat. miles.
		No.	Length.	Width.	Depth of Water on Sills.	Total lockage.	
122' 185 ft.	River St. Lawrence and Lakes route.	5	270	45	14	45	8·25
225 ft.		5	280	45	15	85	14·00
	3 Cornwall.....	6	270	45	14	48	11·00
	4 Lachine .....	1	800	45	14	3·50	1·00
	5 Farran's Point	2	270	45	14	11·50	3·66
	6 Soulange.....	3	270	45	14	15·50	7·33
	7 Rapide Plat....	26	270	45	14	326·75	26·75
	8 Galops.....	1	900	60	20·3	18·	1·13
122' 185 ft.	Ottawa River route.	1	200	45	9	3	0·13
108 ft.	Ottawa River route.	2	200	45	9	16·	0·75
108 ft.	Richelieu & Lake Champlain route.	3	100	45	9	43·75	5·75
185 ft.	4 Grenville.....	Asc. } 35	134	32	5·6	Rise } 282·25	126·26
	4 Rideau.....	Desc } 14				Fall } 164·00	
	1 St. Ours.....	1	200	45	7	5·	0·13
	2 Chamby.....	9	118	22·5	7	74·	12·00
	Beauharnois...	9	200	45	9	82·5	11·25

## CANAL AND LAKE NAVIGATION.

The Canal systems of the Dominion, under government control in connection with lakes and navigable rivers, are as follows:—

*(The through route between Montreal and the head of Lake Superior, 14 feet minimum depth of water.)*

	Miles
1. Lachine Canal.....	$8\frac{1}{2}$
Lake St. Louis and River St. Lawrence.....	16
2. Soulanges Canal.....	14
Lake St. Francis and River St. Lawrence.....	33
3. Cornwall Canal.....	11
River St. Lawrence.....	5
4. Farran's Point Canal.....	1
River St. Lawrence.....	10
5. Rapide Plat Canal.....	$3\frac{1}{2}$
River St. Lawrence.....	4
6. Galops Canal.....	$7\frac{1}{2}$
River St. Lawrence and Lake Ontario.....	236
7. Welland Canal.....	$26\frac{3}{4}$
Lake Eire, Detroit River, Lake St. Clair, Lake Huron, &c.	580
8. Sault Ste. Marie Canal.....	$1\frac{1}{4}$
Lake Superior to Port Arthur.....	266
 Total.....	<u>1,223</u>
 To Duluth.....	1,357
Chicago.....	<u>1,286</u>

## SAULT STE. MARIE CANAL.

Length of Canal, between the extreme ends of the entrance piers.....	5,967 feet
Number of Locks.....	1
Dimensions of lock.....	900 feet by 60 feet.
Depth of water on sills (at lowest known water level).....	20 feet 3 inches.
Total rise or lockage .....	18 feet.
Breadth of canal at bottom.....	141 feet 8 inches.
Breadth at surface of water.....	150 feet.

## WELLAND CANAL.

Main Line from Port Dalhousie, Lake Ontario, to Port Colbourne, Lake Erie.

	Old Line.	Enlarged or New Line.
Length of Canal.....	27½ miles	26¾ miles.
Pairs of guard-gates (formerly 3).....		2
Number of Locks { lift.....	26	Lift 25
{ guard.....	1	Guard 1
Dimensions..... {	1 lock 200 x 45 1 " 200 x 45 1 (tidal) 230 x 45 24 locks 150 x 45	{ 270 feet x 45 feet.
Total rise or lockage.....	326¾ feet.	326¾ feet.
Depth of water on sills.....	10½ feet.	14 " "

It is important to note that the enlargement of the canals on the main route between Montreal and Lake Erie comprises locks of the following minimum dimensions:—Length 270 feet, width 45 feet, depth of water on sills 14 feet. *The length of the vessels to be accommodated is limited to 255 feet.* At Farran's Point, in the canal of that name, the lock is 800 feet long. A similar lock is being built at Iroquois on the Galops Canal, the object being to pass a full tow at one lockage.



ST. LAWRENCE RIVER, CANAL AND LAKE NAVIGATION—TABLE OF DISTANCES.  
FROM STRAITS OF BELLE ISLE TO PORT ARTHUR, AT HEAD OF LAKE SUPERIOR, BY WATER.

From	To	Sections of Navigation.	Statute Miles.
			Total to Straits of Belle-Ile.
Straits of Belle-Ile..	Cape Whittle.	Gulf of St. Lawrence.....	240
	West Point, Anticosti.	do	441
West Point, Anticosti.	Father Point.	River St. Lawrence.....	202
Father Point.	Rinouiski.	do	643
Rinouiski.	Bic.	do	6
Bic.	Isle Verte.	do	649
Isle Verte (opp. Saguenay) .....	Quebec.	do	12
Quebec.	Three Rivers.	do	661
Three Rivers.	Montreal.	do	39
Montreal.	Lachine.	do	700
Lachine.	Cascades.	do	826
Cascades.	Coteau Landing.	do	126
Coteau Landing.	Cornwall.	do	74
Cornwall.	Dickinson's Landing.	do	900
Dickinson's Landing.	Farran's Point.	do	86
Farran's Point.	Upper End of Croyle's Island.	do	986
Upper end of Croyle's Island.	Williamsburg or Morrisburg.	do	994
Williamsburg.	Rapide Plat.	Lachine Canal.....	154
Rapide Plat.	Point Iroquois Village.	do	1,009 <sup>4</sup>
Point Iroquois Village.	Upper end Presqu'Ile.	do	1,021
Presqu'Ile.	Point Cardinal, Edwardsburg.	do	1,033 <sup>4</sup>
Point Cardinal.	Head of Galops Rapids.	do	1,065 <sup>4</sup>
Galops Rapids.	Prescott.	River St. Lawrence.....	104
Prescott.	Kingston	Rapide Plat Canal.....	1,070 <sup>4</sup>
Kingston.	Port Dalhousie.	River St. Lawrence.....	1,071 <sup>4</sup>
Port Dalhousie.	Port Colborne.	Point Iroquois Canal.....	1,081 <sup>4</sup>
Port Colborne.	Amherstburg.	Junction Canal.....	1,085 <sup>4</sup>
Amherstburg.	Windsor.	Galops Canal.....	1,095 <sup>3</sup>
Windsor.	Foot of St. Mary's Island.	River St. Lawrence.....	1,097 <sup>2</sup>
Foot of St. Mary's Island.	Sarnia.	do	1,105
Sarnia.	Foot of St. Joseph's Island.	Lake Ontario.....	170
		Welland Canal.....	264
		Lake Erie.....	232
		River Detroit.....	18
		Lake St. Clair.....	25
		River St. Clair.	33
		Lake Huron.....	1,635 <sup>4</sup>
			1,668 <sup>3</sup>
			1,938 <sup>4</sup>

From	To	Sections of Navigation.	Statute Miles.
			Intermediate to Straits of Belle-Ile.
Foot of St. Joseph's Island	Foot of Sault Ste. Marie	River St. Mary	47
Sault Ste. Marie	Head of Sault Ste. Marie	Sault Ste. Marie Canal	1
Head of Sault Ste. Marie	Pointe aux Pins	River St. Mary	7
Pointe Aux Pins	Port Arthur	Lake Superior	266
Port Arthur to Lake Shebandowan	Lake Shebandowan to North-West Angle		45
North-West Angle to Winnipeg	Pointe aux Pins to Duluth		312
			95
			390

Of the 2,259 $\frac{3}{4}$  miles from the Straits of Belle-Ile to the head of Lake Superior, 71 miles are artificial navigation, and 2,188 $\frac{1}{4}$  open navigation.

Straits of Belle-Ile to Liverpool, 1,942 geographical or 2,234 statute miles.

The total fall from Lake Superior to Tide-water is about 600 feet.

The steamboat voyage from Collingwood to Port Arthur is 532 miles.

The steamboat route from Depot Harbour, Parry Sound, Canada Atlantic Transit Line, to Duluth is 644 miles; to Chicago 525 miles, and to Milwaukee 442 miles.

## TABLE OF DISTANCES.

FROM	TO LIVERPOOL.	TO GLASGOW.
	MILES.	MILES.
Quebec, (via Straits).....	2,633	2,513
Quebec, (South of Nfd.) .....	2,826	2,706
North Sydney.....	2,282	2,162
Halifax.....	2,450	2,330
St. John.....	2,700	2,580
Portland.....	2,765	2,645
Boston.....	2,807	2,687
New York.....	3,105	2,985
Philadelphia.....	3,147	3,027
Baltimore.....	3,378	3,258

## LAKE NAVIGATION.

Port Arthur to Depot Harbour.....	Miles 510
Duluth to Depot Harbour on Georgian Bay.....	644
Depot Harbour to Montreal, by rail.....	379
<hr/>	
	1,023
Duluth to Buffalo, via lakes.....	997
Buffalo to New York, via rail.....	440
<hr/>	
	1,437
Difference in favor of Montreal .....	414

The distance from Port Arthur to Depot Harbour or Midland is 510 miles, —that is, 130 miles shorter than from Duluth, and adding this to the 414 we have a difference of 544 miles in favour of Montreal as against New York, while there is a further advantage of 284 miles in the ocean passage to Liverpool, making a total of 828 miles shorter haul between Port Arthur and Liverpool than from Duluth to Liverpool.

## TONNAGE THROUGH SAULT STE. MARIE CANALS:

YEAR.	PASSAGES	TOTAL TONS FREIGHT.
1865.....	997	181,638
1875.....	2,083	835,465
1885.....	5,380	3,256,628
1895.....	17,956	15,062,580
1900.....	19,452	25,643,073
1901.....	20,041	28,403,065
1902.....	22,659	35,961,146
1903.....	18,596	34,674,437
1904.....	16,120	31,546,106

## OTTAWA AND GEORGIAN BAY CANAL.

The total distance from Georgian Bay to Montreal by the proposed route is 425 miles, of which four miles would be taken up with locks; forty miles of canal section, 22 feet deep, with a bottom width of 100 feet; 74 miles of improved river channel with a bottom width of 100 feet; and 307 miles of open lake and river suitable for twenty foot navigation without further improvement.

THE BOARD  
OF  
RAILWAY COMMISSIONERS FOR CANADA

HON. A. C. KILLAM, CHIEF COMMISSIONER.  
HON. M. E. BERNIER, DEPUTY CHIEF COMMISSIONER.  
JAMES MILLS, Esq., M.A., LL.D.  
A. D. CARTWRIGHT, SECRETARY.

RULES AND REGULATIONS

OCTOBER 18TH, 1904



OTTAWA:  
THE ROLLA L. CRAIN CO. Limited.  
1906

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## THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

(Meeting at Ottawa.)

TUESDAY, the 18th day of October, A.D. 1904.

The Board, in virtue of the provisions of The Railway Act, 1903, hereby makes the following Rules and Regulations:—

PUBLIC SESSIONS.

1. The general sessions of the Board for hearing contested cases will be held at its Court Room in Ottawa, Ontario, on such dates and at such hour as the Board may designate.

When special sessions are held at other places, such announcements as may be necessary will be made by the Board.

INTERPRETATION.

2. In the construction of these rules, and the forms herein referred to, words importing the singular number shall include the plural, and words importing the plural number shall include the singular number; and the following terms shall (if not inconsistent with the context or subject) have the respective meanings herein-after assigned to them; that is to say, "Application" shall include complaint under this Act; "Respondent" shall mean the person or company who is called upon to answer to any application or complaint; "Affidavit" shall include affirmation; and "Costs" shall include fees, counsel fees, and expenses.

APPLICATION OR COMPLAINT.

3. Every proceeding before the Board under this Act shall be commenced by an application made to it, which shall be in writing and signed by the applicant or his solicitor; or in the case of a corporate body or company being the applicants, shall be signed by their manager, secretary, or solicitor. It shall contain a clear and concise statement of the facts, the grounds of application, the section of the Act under which the same is made, and the nature of the order applied for, or the relief or remedy to which the applicant claims to be entitled. It shall be divided into paragraphs, each of which, as nearly as possible, shall be confined to a distinct portion of the subject, and every paragraph shall be numbered consecutively. It shall be endorsed with the name and address of the applicant, or if there be a solicitor acting for him in the matter, with the name and address of such solicitor. The application shall be according to the forms in schedule No. 1.

The application, so written and signed as aforesaid, shall be left with or mailed to the Secretary of the Board, together with a copy of any document, or copies of any maps, plans, profiles, and books

of reference, as required under the provisions of the Act, (a) referred to therein, or which may be useful in explaining or supporting the same. The Secretary shall number such applications according to the order in which they are received by him and make a list thereof. From the said list there shall be made up a docket of cases for hearing which, as well as their order of entry on the docket, shall be settled by the Board. Said docket list when completed to be put upon a notice board provided for that purpose, which shall be open for inspection at the offices of the Secretary during office hours.

#### ANSWER.

4. Within ten days from the service of the application, the respondent or respondents shall mail or deliver to the applicant, or his solicitor, a written statement containing in a clear and concise form their answer to the application, and shall also leave or mail a copy thereof with or to the Secretary of the Board at its office, together with any documents that may be useful in explaining or supporting it. The answer may admit the whole or any part of the facts in the application. It shall be divided into paragraphs, which shall be numbered consecutively, and it shall be signed by a person making the same, or his solicitor. It shall be endorsed with the name and address of the respondents, or if there be a solicitor acting for them in the matter, with the name and address of such solicitor. It shall be according to the form in Schedule No. 2,

#### REPLY.

5. Within four days from the delivery of the answer to the application, the applicant shall mail or deliver a reply thereto to the respondents, and a copy thereof to the Secretary of the Board, and may object to the said answer as being insufficient, stating the grounds of such objection, or deny the facts stated therein, or may admit the whole or any part of said facts. The reply shall be signed by the applicant or his solicitor, and may be according to form No. 3 in the said schedule.

The Board may, at any time, require the whole or any part of the application, answer or reply, to be verified by affidavit, upon giving a notice to that effect to the party from whom the affidavit is required; and if such notice be not complied with, the application, answer, or reply may be set aside, or such part of it as is not verified according to the notice may be struck out.

#### SUSPENSION OF PROCEEDINGS.

6. The Board may require further information, or particulars, or documents from the parties, and may suspend all formal proceedings until satisfied in this respect.

If the Board, at any stage of the proceedings, think fit to direct inquiries to be made under any of the provisions of this Act, it shall give notice thereof to the parties interested, and may stay proceedings or any part of the proceedings thereon accordingly.

(a) For further particulars of plans, etc., see regulations in Appendix.

## NOTICE.

7. In all proceedings under this Act, where notice is required, a copy or copies of said proceeding, or proceedings, for the purpose of service, shall be endorsed with notice to the parties in the forms of endorsement set forth in schedules Nos. 1 and 2; and in default of appearance the Board may hear and determine the application *ex parte*.

Endorsements shall be signed in accordance with the provisions of Section 28.

The Board may enlarge or abridge the periods for putting in the answer or reply, and for hearing the application, and in that case the period shall be endorsed in the notice accordingly.

Except in any case where it is otherwise provided, ten days' notice of any application to the Board, or of any hearing by the Board, shall be sufficient; unless, in any case, the Board directs longer notice. The Board may, in any case, allow notice for any period less than ten days, which shall be sufficient notice as if given for ten days or longer. (Section 31).

Notice may be given or served as provided by Section 28 of the Act.

When the board is authorized to hear an application or make an order, upon notice to the parties interested, it may, upon the ground of urgency, or for other reason appearing to the Board to be sufficient, notwithstanding any want of or insufficiency in such notice, make the like order or decision in the matter as if due notice had been given to all parties; and such order or decision shall be as valid and take effect in all respects as if made on due notice; but any person entitled to notice, and not sufficiently notified may, at any time within ten days after becoming aware of such order or decision, or within such further time as the Board may allow, apply to the Board to vary, amend, or rescind such order or decision; and the Board shall thereupon, on such notice to all parties interested as it may in its discretion think desirable, hear such application, and either amend, alter, or rescind such order or decision, or dismiss the application, as may seem to it just and right. (Section 32.)

## CONSENT CASES.

8. In all cases the parties may, by consent in writing, with the approval of the Board, dispense with the form of proceedings herein mentioned, or some portion thereof.

## POWER TO DIRECT AND SETTLE ISSUES.

9. If it appears to the Board at any time that the statements in the application, or answer, or reply do not sufficiently raise or disclose the issues of fact in dispute between the parties, it may direct them to prepare issues, and such issues shall, if the parties differ, be settled by the Board.

## PRELIMINARY QUESTIONS OF LAW.

10. If it appear to the Board at any time that there is a question of law which it would be convenient to have decided before further

proceeding with the case, it may direct such question to be raised for its information, either by special case or in such other manner as it may deem expedient, and the Board may, pending such decision, order the whole or any portion of the proceeding before the Board in such matter, to be stayed.

#### PRELIMINARY MEETING.

11. If it appear to the Board at any time before the hearing of the application that it would be advantageous to hold a preliminary meeting for the purpose of fixing or altering the place of hearing, determining the mode of conducting the inquiry, the admitting of certain facts or the proof of them by affidavit, or for any other purpose, the Board may hold such meeting upon such notice to the parties as it deems sufficient, and may thereupon make such order as it may deem expedient.

#### PRELIMINARY EXAMINATION WITH THE PARTIES.

12. The Board may, if it thinks fit, instead of holding the preliminary meeting, provided for in Rule 11, communicate with the parties direct, and may require answers to such inquiries as it may consider necessary.

#### PRODUCTION AND INSPECTION OF DOCUMENTS.

13. Either party shall be entitled, at any time, before or at hearing of the case, to give notice in writing to the other party in whose application, or answer, or reply reference was made to any document, to produce it for the inspection of the party giving such notice, or his solicitor, and to permit him to take copies thereof; and any party not complying with such notice shall not afterwards be at liberty to put in such documents in evidence on his behalf in said proceedings, unless he satisfy the Board that he had sufficient cause for not complying with such notice.

#### NOTICE TO PRODUCE.

14. Either party may give to the other a notice in writing to produce such documents as relate to any matter in difference, (specifying the said documents) and which are in the possession or control of such other party; and if such notice be not complied with, secondary evidence of the contents of the said documents may be given by or on behalf of the party who gave such notice.

#### NOTICE TO ADMIT.

15. Either party may give to the other party a notice in writing to admit any documents, saving all just exceptions, and in case of neglect to admit, after such notice, the cost of proving such documents shall be paid by the party so neglecting or refusing, whatever the result of the application may be; unless, on the hearing, the Board certifies that the refusal to admit was reasonable; and no costs of proving any document shall be allowed, unless such notice be given, except where the omission to give the notice is, in the opinion of the Board, a saving of expense.

## WITNESSES.

16. The attendance and examination of witnesses, the production and inspection of documents, shall be enforced in the same manner as is now enforced in a Superior Court of law; and the proceedings for that purpose shall be in the same form, *mutatis mutandis*, and they shall be sealed by the Secretary of the Board with the seal and may be served in any part of Canada. (Sec. 23).

Witnesses shall be entitled, in the discretion of the Board, to be paid the fees and allowances prescribed by schedule No. 4, annexed hereto.

## THE HEARING.

17. The witnesses at the hearing shall be examined *viva voce*; but the Board may, at any time, for sufficient reason, order that any particular facts may be proved by affidavit, or that the affidavit of any witnesses may be read at the hearing on such conditions as it may think reasonable; or that any witnesses whose attendance ought, for some sufficient reason, to be dispensed with, be examined before a Commissioner appointed by it for that purpose, who shall have authority to administer oaths, and before whom all parties shall attend. The evidence taken before such Commissioner shall be confined to the subject matter in question, and any objection to the admission of such evidence shall be noted by the Commissioner and dealt with by the Board at the hearing. Such notice of the time and place of examination as is prescribed in the order shall be given to the adverse party. All examinations taken in pursuance of any of the provisions of this Act, or of these rules, shall be returned to the Court; and the depositions certified under the hands of the person or persons taking the same may, without further proof, be used in evidence, saving all just exceptions. The Board may require further evidence to be given either *viva voce* or by affidavit, or by deposition, taken before a Commissioner or other person appointed by it for that purpose.

The Board may, in any case when deemed advisable, require written briefs to be submitted by the parties.

The hearing of the case, when once commenced, shall proceed, so far as in the judgment of the Board may be practicable, from day to day.

## JUDGMENT OF THE BOARD.

18. After hearing the case the Board may dismiss the application, or make an order thereon in favour of the respondents, or reserve its decision, or (subject to the right of appeal in the Act mentioned) make such other order upon the application as may be warranted by the evidence and may seem to it just.

The Board may give verbally or in writing the reasons for its decisions. A copy of the order made thereon shall be mailed or delivered to the respective parties. It shall not be necessary to hold a court merely for the purpose of giving decisions.

Any decision or order made by the Board under this Act may be made an order of the Exchequer Court, or a rule, order, or decree of any Superior Court of any Province of Canada, and shall be enforced

in like manner as any rule, order, or decree of such court. To make such decision or order a rule, order or decree of such court, the usual practice and procedure of the court in such matters may be followed, or in lieu thereof the form prescribed in sub-section 2, section 35 of the Act.

The Board shall with respect to all matters necessary or proper for the due exercise of its jurisdiction under this Act, or otherwise for carrying this Act into effect, have all such powers, rights, and privileges as are vested in a Superior Court. (Sec. 23).

#### ALTERATION OR RESCINDING OF ORDERS.

19. Any application to the Board to review, rescind or vary any decision or order made by it shall be made within thirty days after the said decision or order shall have been communicated to the parties, unless the Board think fit to enlarge the time for making such application, or otherwise orders.

#### APPEAL.

20. If either party desire to appeal to the Supreme Court of Canada from the decision or order of the Board upon any question which, in the opinion of the Board, is a question of law, he shall give notice (*c*) thereof to the other party and to the Secretary, within fourteen days from the time when the decision or order appealed from was made, unless the Board allows further time, and shall in such notice state the grounds of the appeal. The granting of such leave shall be in the discretion of the Board.

For procedure upon such leave being obtained see section 44, sub-section 4 *et seq.* of the Act.

An appeal shall lie from the Board to the Supreme Court of Canada upon a question of jurisdiction; but such appeal shall not lie unless the same is allowed by a judge of the said Court upon application and hearing the parties and the Board.

The costs of such application shall be in the discretion of the judge.

#### INTERIM EX PARTE ORDERS.

21. Whenever the special circumstances of any case seem to so require, the Board may make an Interim ex parte Order requiring or forbidding anything to be done which the Board would be empowered upon application, notice and hearing to authorize, require or forbid. No such Interim Order shall, however, be made for a longer time than the Board may deem necessary to enable the matter to be heard and determined. (Sec. 38).

#### AFFIDAVITS.

22. Affidavits of service according to the form No. 6 shall forthwith, after service, be filed with the Board in respect of all documents or notices required to be served under these rules: except when notice is given or served by the Secretary of the Board, in which case no affidavit of service shall be necessary.

(c) For form of notice see form No. 5 in the schedule hereto.

All persons authorized to administer oaths to be used in any of the Superior Courts of any Province, may take affidavits to be used on any application to the Board.

Affidavits used before the Board, or in any proceeding under this Act, shall be filed with the Secretary of the Board at its office.

Where affidavits are made as to belief, the grounds upon which the same are based must be set forth.

#### COMPUTATION OF TIME.

23. In all cases in which any particular number of days, not expressed to be clear days, is prescribed by this Act, or by these rules, the same shall be reckoned exclusively of the first day and inclusively of the last day, unless the last day shall happen to fall on a Sunday, Christmas Day, or Good Friday, or a day appointed for a public fast or thanksgiving in the Dominion or any of the Provinces, in which case the time shall be reckoned exclusively of that day also.

#### ADJOURNMENT.

24. The Board may, from time to time, adjourn any proceedings before it.

#### AMENDMENT.

25. The Board may at any time allow any of the proceedings to be amended, or may order to be amended or struck out any matters which, in the opinion of the Board, may tend to prejudice, embarrass, or delay a fair hearing of the case upon its merits; and all such amendments shall be made as may, in the opinion of the Board, be necessary for the purpose of hearing and determining the real question in issue between the parties.

#### FORMAL OBJECTIONS.

26. No proceedings under this Act shall be defeated or affected by any technical objections or any objections based upon defects in form merely.

#### PRACTICE OF EXCHEQUER COURT, WHEN APPLICABLE.

27. In any case not expressly provided for by this Act, or these rules, the general principles of practice in the Exchequer Court may be adopted and applied, at the discretion of the Board, to proceedings before it.

#### COSTS.

28. The costs of and incidental to any proceedings before the Board shall be in the discretion of the Board, and may be fixed in any case at a certain sum, or may be taxed. The Board may order by whom and to whom the same are to be paid, and by whom the same are to be taxed and allowed.

## SCHEDULE No. 1.

(Forms of Application.)

## THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

APPLICATION No. (This No. is to be filled in by the Secretary on receipt.)

A.B. of C.D. hereby applies to the Board for an order under section 198 of The Railway Act, 1903, directing the Railway Company to provide and construct a suitable farm crossing where the Company's Railway intersects his farm in Lot Con.

Tp. County of Ontario, and states—

1. That he is the owner of the land, &c.
2. That by reason of the construction of the said railway he is deprived, &c.
3. That it is necessary for the proper enjoyment of his said land, &c.

Dated this day of A.D. 19 .  
(Signed (A.B.))

*Endorsements.*

The within application is made by A.B. of (state address and occupation) or by C.D. of his solicitor.

Take notice that the within named Railway Company is required to file with the Board of Railway Commissioners within ten days from the service hereof, its answer to the within application.

*Form of Application.*

(Where no Notice Required).

## THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

## Application No.

The Railway Company hereby applies to the Board for an Order under section 130 of The Railway Act, 1903, sanctioning the plans, profiles and books of reference submitted in triplicate herewith, showing a proposed deviation of its line of railway as already constructed between and , mileage to

Dated this day of A.D. 19 .  
(Signed (A.B.))

## SCHEDULE No. 2.

(Form of Answer.)

## THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

In the matter of the Application, No. , of A.B. for an order under section 198 of The Railway Act, 1903, directing Railway Company to provide a farm crossing.

The said Company in answer to the said application states:—

1. That the said A. B. is not the owner but merely, etc.
2. That upon the acquisition of the right of way, of the said Railway, A.B. was duly paid for and released, etc.
3. That the said A, B. has other safe and convenient means, etc.
4. That, etc.

Dated, etc.

*Endorsements.*

The within answer is made by A. B. of  
(state address and occupation), or by C.D.  
of his solicitor.

Take notice that the within named Applicant is required to file with the Board of Railway Commissioners within four days from the service hereof, his reply to the within answer.

SCHEDULE No. 3.

(Reply.)

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

In the matter of the application of A. B. against the Company.

The said A. B., in reply to the answer of the said Company states that:—

- 1.
2. And the said A.B, admits that.....

Dated this..... day of ..... A.D. 19....

Signed (Q).

SCHEDULE No.4.

(Fees and allowances to witnesses.)

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

To witnesses residing within three miles of the Court-room, per diem, (not including ferry and meals) ..... \$1 00

Barristers, attorneys and physicians, when called upon to give evidence in consequence of any professional services rendered by them, or to give professional opinion, per diem ..... 5 00.

Engineers, surveyors and architects, when called upon to give evidence of any professional services rendered by them, and to give evidence depending upon their skill and judgment, per diem.. ..... 5 00

If the witnesses attend in one case only, they will be entitled to the full allowance. If they attend in more than one case, they will be entitled to a proportionate part in each case only.

When witnesses travel over three miles they shall be allowed expenses according to the sum reasonably and actually paid, which in no case shall exceed twenty cents per mile one way.

## SCHEDULE No. 5.

(Notice of Appeal.)

## THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

In the matter of the application No. , of A.B. for  
 an Order under section 198 of The Railway Act, 1903, authorizing  
 the Railway, etc., etc.

To the Board of Railway Commissioners,  
 and

To

The above named Applicant (or Respondent, as the case may be.)  
 Take notice that the Company will apply to the Board on the day of , (not exceeding 14 days from the date thereof) for leave to appeal to the Supreme Court of Canada from the Order of the Board, dated the day of , in the matter of the above application authorizing the expropriation of certain lands referred to in said Order, and directing that compensation or damages to be awarded to the owners of said lands, or persons interested therein, shall be ascertained, as and from the date of the application, (or such other time as may be named in the Order.)

The grounds of appeal are that as a matter of law, the awarding of such compensation or damages should be ascertained and determined from the date of the deposit of plan, profile, etc., as provided under section 153 of the Act, and not from the time stated in the Order.

Dated this day of

Signed,

Solicitor, etc.

## SCHEDULE No. 6.

(Form of Affidavit of Service.)

## THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

In the matter of the application, No. , of A.B. for  
 an Order under section 198 of The Railway Act, 1903, directing  
 Railway Company to provide a farm crossing.

I, of the City of Ottawa, etc., make oath and say:—

1. That I am a member, etc.
2. That I did on 19 , serve the (C.P.) Railway Company above named, with a true copy of the (application) of the said (A.B.) in this matter by delivering the same to (C.D.) the Secretary of the said Company (or to E.F. the Ass't to the Gen. Mgr.) of the Company, being an adult person in the employ of the Company at the head office of the Company in (Montreal), see section 28 (a), which said copy was endorsed with the following notice, viz:—

(Copy exactly)

Sworn, etc.

REQUIREMENTS ON APPLICATION HAVING  
REFERENCE TO PLANS.

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No. 1—GENERAL LOCATION OF RAILWAY—Sections 122–124.

(a) Send to Secretary of the Department of Railways and Canals; 3 copies of *map* showing the general location of the proposed line of railway, the termini and the principal towns and, places through which the railway is to pass, giving the names thereof, the railways, navigable streams and tide-water, if any, to be crossed by the railway, and such as may be within a radius of thirty miles of the proposed railway, and generally the physical features of the country through which the railway is to be constructed.

1st copy to be examined and approved by the Minister and filed in the Department of Railways and Canals.

2nd copy to be approved by Minister for filing by the Company with the Board.

3rd copy to be approved by Minister for the Company.  
Scale of Map—not less than 6 miles to the inch.

(b) Upon approved general location map being filed by the Company with the Board, send to the Secretary of the Board three sets of plan prepared exactly in accordance with the general “notes” hereunder, as follows:—

1st set—	$\left\{ \begin{array}{l} 1 \text{ plan.} \\ 1 \text{ profile.} \\ 1 \text{ book of reference.} \end{array} \right.$	To be examined, sanctioned and deposited with the Board.
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2nd set—Same as 1st.	$\left\{ \begin{array}{l} \text{To be examined, certified and returned} \\ \text{for registration.} \end{array} \right.$
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3rd set—Same as 1st.	$\left\{ \begin{array}{l} \text{To be certified and returned to} \\ \text{Company.} \end{array} \right.$
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Scale—Plans—400 feet to the inch.

(N.B.—In prairie country, scale may be 1,000 ft. to the inch.)

Profiles.	$\left  \begin{array}{l} \text{Horizontal, 400 feet.} \\ \text{Vertical, 20 feet.} \end{array} \right.$
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No. 2—TO ALTER LOCATION OF LINE PREVIOUSLY SANCTIONED OR COMPLETED.—Section 130.

Send to the Secretary of the Board three sets of plans, profiles and books of reference as required in No. 1 (b).

(N.B.—The plans and profiles so submitted will be required to show the original location, grades and curves, and the changes desired or necessitated.)

Scale—Same as No. 1 (b).

## No. 3—PLANS OF COMPLETED RAILWAY.—Section 128.

Send to the Secretary of the Board within six months after completion three sets of plans and profiles of the completed road.

1st set to be filed with the Board.

2nd set to be certified and returned to the Company.

3rd set for registration purposes.

Scale—Same as No. 1 (b).

## No. 4—TO TAKE ADDITIONAL LANDS FOR STATIONS, SNOW PROTECTION, ETC.—Section 139.

Send to the Secretary of the Board three sets of plans and documents as follows:—

1st set—{ 1 application sworn to by officers required to sign and certify plans. See "General Notes." 1 plan, 1 profile. 1 book of reference. } To be examined and certified and deposited with the Board.

2nd set—Same as 1st..... { For certificate and return for registration, with duplicate authority.

3rd set—Same as 1st..... { For certificate and return to company, with copy of authority.

Scale—Same as No. 1 (b).

N.B.—Ten days' notice of application must be given by the applicant Company to the owner or possessor of the property, and copies of such notice with affidavits of service thereof, must be furnished to the Board on the application.

## No. 5—BRANCH LINES, not exceeding six miles—Section 175.

(a) 1 plan, profile and book of reference same as No. 1 (b) to be deposited in Registry Office.

Upon such registration 4 weeks public notice of application to the Board to be given.

Send to the Secretary of the Board an application with copies of the plan, profile and book of reference certified by the Registrar as a duplicate of those so deposited in the Registry Office.

A certified copy of the Order authorizing the construction of the Branch lines to be registered together with any papers and plans showing changes directed by the Board.

A map showing the adjacent country, neighbouring lines, etc., must be sent to the Secretary of the Board with the application.

Proof of registration and of public notice having been duly given will be required upon the application.

Scale—Same as No. 1 (b).

## No. 6—RAILWAY CROSSINGS OR JUNCTIONS.—Section 177.

Send to the Secretary of the Board with an application three sets of plan of both roads at point of crossing.

Scale—Plan—100 feet to the inch.

Also three sets of plan and profile of both roads on either side of the proposed crossing for a distance of two miles.

Scale—Plan—400 feet to the inch.

Profile { 20 feet to inch vertical.  
{ 400 feet to inch horizontal

1st set for approval by and filing with the Board;

2nd and 3rd sets to be certified and furnished to the respective companies concerned, with certified copy of order.

The applicant Company must give ten days' notice of application to the Company whose lines are to be crossed or joined, and shall serve with such notice a copy of all plans and profiles and a copy of the application. Upon completion of work application must be made to the Board for leave to operate.

## No. 7—HIGHWAY CROSSINGS.—Sections 184 to 191.

Send to the Secretary of the Board with an application three sets of plans and profiles of the crossings.

Scale—Plan—100 feet to inch.

Profile { 20 feet to inch vertical.  
{ 100 feet to inch horizontal.

1st set for approval by and filing with the Board;

2nd and 3rd sets to be furnished to the respective parties concerned, with a certified copy of the order approving the same.

The plan and profile shall show at least  $\frac{1}{2}$  a mile of the railway and 200 feet of the highway on each side of the crossing.

The applicant must give ten days' notice of application to the opposite party and with such notice shall serve a copy of the plan and profile and of the application.

## No. 8—CROSSINGS WITH WIRES FOR TELEGRAPH, TELEPHONES AND POWERS.—Section 194.

Send to the Secretary of the Board with the application a plan and profile in duplicate. Profile must show the distance between the different lines of wire.

A copy of plan and profile to be sent to the Railway Company with notice of application.

## No. 9—CROSSINGS AND WORKS UPON NAVIGABLE WATERS, BEACHES, &amp;c.—Section 182.

Upon site and general plans being approved by the Governor in Council, send to the Secretary of the Board:—

Certified copy of Order in Council with the plans and description approved thereby—1 application and 2 sets of detail, plans, profiles, drawings and specifications.

1st set for filing with Board.

2nd set to be certified and returned to Company with certified copy of order.

Upon completion of work application must be made to the Board for leave to operate.

No. 10—BRIDGES, TUNNELS, VIADUCTS, TRESTLES, &c., over 18 ft. span.—Section 203.

(a) Must be built in accordance with standard specifications and plans, approved of by the Board.

(b) Or detail plans, profiles, drawings, and specifications, which may be blue, white or photographic prints, must be sent to the Secretary of the Board for approval, &c., as in No. 8.

No. 11—STATIONS—Section 204.

Send to the Secretary of the Board:—

2 sets of detail plans, profiles, drawings and specifications, with an application for approval.

1st set for filing with the Board.

2nd set to be certified and returned to Company with certified copy of order of approval.

#### GENERAL NOTES.

Plans (for Nos. 1 (b) to 5) must show the right of way, with lengths of sections in miles, the names of the terminal points, the station grounds, the property lines, owners' names, the areas and length and width of lands proposed to be taken, in figures (every change of width being given) the curves and the bearings, also all open drains, watercourses, highways, and railways proposed to be crossed or affected.

Profiles shall show the grades, curves, highway and railway crossings, open drains and water courses, and may be endorsed on the plan itself.

Books of reference shall describe the portion of land proposed to be taken in each lot to be traversed, giving numbers of the lots, and the area, length, and width of the portion thereof proposed to be taken and names of owners and occupiers so far as they can be ascertained.

All plans, profiles and books of reference must be dated and must be certified and signed by the President or Vice-President or General Manager, and also by the Engineer of the Company.

The plan and profile to be retained by the Board must be on *linen*, the copies to be returned may be either white, blue, or photographic prints.

All profiles shall be based, where possible, upon sea level datum.

All books of reference must be made on good thick paper and in the form of a book with a suitable paper cover. The size of such books when closed shall be as near as possible to  $7\frac{1}{2}$  inches by 7 inches.

Book of reference may be endorsed on the plan.

*Form of book of reference required.*

Railway Company.

Division or Province

Branch.

Book of Reference to accompany Location Plan showing Lands required for railway purposes.

## INTERLOCKING SYSTEM.

RULES FOR SIGNALS AND SPEED OF TRAINS WHERE ONE STEAM RAIL-WAY CROSSES ANOTHER AT RAIL LEVEL.

When the signal on distant semaphore post indicates *caution*, a train passing it must be under *full control* and come to a full *stop* before reaching the home post.

When the signal on the home post indicates *danger*, it must *not* be passed.

When the signals on the distant and home posts indicate *safety*, the train can proceed.

When clear signals are shown the speed of passenger trains must be reduced to *twenty* miles and freight trains to *ten* miles per hour, until the entire train has passed the crossing.

## GENERAL REQUIREMENTS.

*Applicable to Steam Railways for Interlocking, Derailing and Signals  
System at Crossings at Rail Level and at Junctions.*

The plan and construction of interlocking, signaling and derailing system to be used at rail level crossings and junctions of one railway by another must be arranged to conform to the following general rules:—

1. The normal position of all signals must indicate danger, derail points open and the interlocking so arranged that it will be impossible for the operator to give conflicting signals.
2. The derail points must be placed not less than 500 feet from point of intersection of the crossing of junction tracks, unless in special cases in which the Board authorizes in writing a less distance.
3. On side tracks the position of derail points may be located so as to best accommodate the traffic, and provide the same measure of safety indicated in foregoing rules.
4. On single track railways, derail points, when practicable, should be on inside of curve and on double track railways the derail points should be in outside rail of both tracks.
5. On double track railways back-up derails will be necessary.
6. Home signal posts must be 50 feet beyond point of derail, and the distance between home and distant signals must be not less than 1,200 feet. Signal post should be placed on engineman's side of track it governs.
7. Guard-rails should be laid on outside of rail in which the derail is placed and commence at least 6 feet toward home signal.

from point of derail, extending from thence toward crossing, parallel with and 9 inches distant from track rail, for 400 feet.

8. In case there are crossovers, turnouts, or other connecting tracks involved in the general system, the movements of cars and trains upon which present an element of danger, which danger will be enhanced by the passage of trains on main tracks over crossings without stopping, and consequently at higher speed than would be the case without the permit sought, then, and in all such cases, whether such enhanced danger be of collision between cars and trains of the same railway, or between cars or trains of different railways, it will be necessary, in addition to the protection of the main crossing, to provide by proper appliances against any such increased collateral dangers in the same complete manner as is required in the case of the main crossing.

9. The arms and back lights of all signals should be visible to the signal-man in the tower. If from any cause the arm or light cannot be placed so as to be seen by the signal man, a repeater or indicator should be provided in the tower.

10. Application for inspection of interlocking plant must be made to the Board accompanied by a plain diagram showing location of crossing and position of all main tracks, sidings, switches, turnouts, etc.

The several tracks must be indicated by letters or figures, and reference made to each, explaining the manner of its use. The rate of grade on each main track must be shown, together with numbers of signals, derails, locks, etc., corresponding to levers in tower.

It is intended herein to state general rules, which will govern the construction of any proposed system of interlocking. The traffic to be done, relative position and operation of intersecting lines, may require safeguards not mentioned herein.

The system of derailing, signaling, and interlocking must be connected and worked and be complete in each particular before the Board will grant an order authorizing the operation of such interlocking, derailing, and signal system or the crossing by the railway ordered to put on the system.

#### *General Requirements for Interlocking at Drawbridges.*

Interlocking, signaling, and derailing systems to be used at drawbridges must be arranged to conform to the following general rules:—

1. The normal position of all signals must indicate danger, derail points open and the interlocking so arranged that it will be impossible for the operator to open the draw until signals and derails are set against the approaching train movement.

2. Where the grade is practically level the derailing points shall be located not less than 500 feet from the ends of the bridge, but, in case of a descending grade towards the bridge, the derailing point must be located at such distance from the bridge as to give the same measure of protection that is required for a level approach.

3. On single track railways, derail points, when practicable, should be on the inside of curve, and on double track railways, the derail points should be in outside rails of both tracks.

4. On double track railways back-up derails will be necessary.

5. Home signal posts must, when practicable, be located on the engineman's side of the track they govern, and should be not less than fifty(50) feet nor more than two hundred (200) feet in advance of the point they govern, the distant signals should be located not less than twelve hundred (1200) feet in advance of the home signal, with which it operates and on the same side of the track. The distance signal should be distinguished by a notch cut in the end of the semaphore arm.

6. The arms and backlights of all signals should be visible to the signal man in the tower. If from any cause, the arm or light of any signal cannot be placed so as to be seen by the signal man, a repeater or indicator should be provided in the tower.

7. Guard-rails should be laid on outside of rail in which the derail is placed, and, commencing at least 6 feet in advance of derail, should extend thence toward the end of bridge, parallel with and 9 inches from track rail, for not less than 400 feet.

8. Application for inspection must be made same as for railway crossings.

#### TARIFF REGULATIONS.

##### BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

OTTAWA, March 3rd, 1904.

SIR,

I have to inform you that, by an order of the Board passed this 3rd March, 1904, the tariffs to be filed with the Board under the Railway Act, sections 256, 261 and 262, shall be printed on sheets uniform in size, eight inches by eleven inches (8 x 11), and be specially numbered by each Railway Company, beginning with No. 1 (as per annexed form), and subsequent tariffs to be numbered consecutively and leaving a prefix stamped (C. R. C. No. ), such number to be filled in by Railway Company for filing reference by the Board.

All special rate notices to be *uniform in size with tariffs sheets* and to be numbered and bear the stamped prefix as the tariffs.

Mail matter intended for the Board should be stamped O. H. M. S. and directed to the Board or member thereof, or the Secretary, to insure its free carriage.

Competitive tariff which is *bona fide* and urgently required to be brought into immediate effect without previous notice to the Board, owing to the exigencies of competition, may be acted upon before filing with the Board, but the Company shall forthwith, upon acting on such tariff, forward the same to the Board with a brief statement of the nature of the exigency and ground for so acting, for the approval

of the Board. The Board may disallow the said tariff, and when said tariff is disallowed it shall cease to be operative, and the Company shall forthwith withdraw the same.

That all freight classifications and amendments, or changes therein, before going into effect shall be first approved by the Board; and two consecutive weekly publications of notice of application for approval by Board of any freight classification or addition thereto, amendments or changes thereto, or any removal of any goods from a lower to a higher class, or from a higher to a lower class, shall be inserted in the *Canada Gazette* before any application for such approval shall be entertained by the Board.

All plans, profiles, etc., sent by Express to the Secretary of the Board must be prepaid.

By Order of the Board.

A. D. CARTWRIGHT,  
Secretary.

(Insert name of railway here).

## TRAFFIC DEPARTMENT.

190

## ADVICE NO.

### *The Secretary*

Secretary  
Railway Commission for Canada.  
Ottawa, Canada.

DEAR SIR:

In compliance with the requirements of Section 256 of "The Railway Act," 1903, I transmit herewith, for approval and filing with the Commission, copies of tariffs as follows:—

C. R. C. Number	Date Taking Effect	DESCRIPTION

## DEPARTMENT OF RAILWAYS AND CANALS.

OTTAWA..... 190....

(CIRCULAR.)

*To Railway Companies and others making application for assistance from Parliament towards the building of a railway.*

Before any application can be taken into consideration it is essential that information be furnished upon the points following:—

The charter of the Company, together with reference to any Acts by which it may have been amended.

The means definitely in hand and those promised or contemplated, whether by way of Provincial or Municipal bonuses or otherwise, on which the Company are relying for the satisfactory completion of the undertaking.

The number of miles the construction of which is proposed, whether to the final terminus of the road, or to the terminus of the portion as to which a subsidy is being sought from Parliament.

The estimated cost, per mile, of the railway as a whole, or that of the portion for which a subsidy is asked, together with information as to the data upon which such estimate has been formed.

The important streams, if any, to be crossed, and the estimated cost of bridging them; together with the length and character of the bridge structure proposed.

The character of the country to be traversed; the nature of the soil; the extent of existing settlement and of indication or development of mineral wealth, or of other features contributory to traffic and to public advantage.

In addition to the foregoing it is requisite that the company furnish maps indicating the general location of the road, or the general direction of the line contemplated; and also, if at the time practicable, the curves and gradients which it is proposed to adopt.

It is to be observed that the furnishing of information of this character in as full, yet concise, form as possible will greatly expedite the arriving at a conclusion as to the advisability, or the reverse, of aiding the enterprise.

By order.

*Secretary,  
Dept. of Railways and Canals.*

## CONTRACT UNDER SUBSIDY ACT.

*Memorandum of action necessary in connection with making an application to enter into a contract under the subsidy Act.*

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1. Address an application to the Secretary of the Department of Railways and Canals, quoting the Act or Acts incorporating the Company; also the Act or Acts granting them the subsidy applied for, and describing the line proposed to be contracted for.
2. Submit plan and profile of the proposed location, with full information thereon (in triplicate).
3. Estimate of quantities for each description of work on each 10-mile section.
4. State *bonâ fides* of the Company, showing the resources available with which to construct and equip the Railway or section of Railway under subsidy, and whether any Provincial, Municipal or other aid is granted them.
5. Give, duly certified by the Secretary of the Company, a list of the names of the Directors, stating names in full of its President and of its Secretary, with place of business or address of the Company.
6. Give a list of the Stockholders, with the amount subscribed for by each, also the amount paid up, with a certificate from a chartered bank that the amount is deposited.
7. Apply for one of the Departmental printed Forms of Specification and return same, with blanks, as to maximum grade and minimum radius of curve proposed, properly filled in.
8. State in your application to enter into a contract, that you are prepared to proceed with the work without delay, and when you propose to commence and to complete the same.
9. If the Minister is satisfied with the information given, and as to ability of the Company to construct the line subsidized, he causes an agreement to be prepared and sent to the Governor in Council for approval.
10. When approved by Council the draft of agreement is sent to the Company for execution.

## FAIR WAGES CLAUSES. -

## IN CONTRACTS OF DEPARTMENT OF RAILWAYS AND CANALS.

*Approved by O. C. 31st October, 1902, as amended by O. C. 5th November, 1903.*

The following conditions are incorporated in and shall form part of the annexed contract between His Majesty the King represented by the Minister of Railways and Canals, and

Company), dated the (therein and hereinafter called the day of 190 , and distinguished by the number

1. The Company shall not make any assignment of this contract, and in the event of its entering into sub-contract with other parties for the execution of the whole or any portion of the work subsidized, it shall not thereby be relieved from compliance with, and direct liability under the conditions following, but shall, nevertheless, continue to be bound thereby.

2. No labourers shall be employed on or about the works hereby contracted for who are not citizens or residents of Canada, but the Minister may in writing waive the provisions of this clause, either in general or to a limited extent, should he deem it expedient so to do.

3. The minimum rate of wages to be paid by the Company for the labour of any employee, or the minimum rate of hire for any team, employed in or about the works, shall be the rate specified in the Fair Wages Schedule for the same or similar class of labour as that in which such employee is engaged, or for the hire of teams respectively.

4. The number of working hours for employees in the day or week shall be in accordance with the custom of the same or similar trades or classes of labour in the district where the work is being carried on,—to be determined in case of dispute by the Minister; and no employee shall be required to work for longer hours except for the protection of life or property, or, in case of other emergencies, when the necessity therefor is confirmed by the Engineer.

5. In case any labour is required in or about the works for which, in the opinion of the Engineer, no rate is fixed in the said Schedule, the Engineer, or other officer authorized by him, may fix the minimum rate of wages payable in respect thereof, which shall not be less than the rate of wages generally accepted as current for competent workmen in the same or similar trades or class of labour in the district where the work is being carried on.

6. The Company shall not be entitled to any payments under this contract in respect of work and labour performed until it has filed in the office of the Engineer a statement, in duplicate, showing the rate of wages by it paid for the various classes of labour, and the hire of teams, employed in or about the work, and, if any amounts should then be due and unpaid in respect of such wages or hire, showing

in detail the names of the unpaid employees, the class of employment, rate of wages, and the amounts due to each; nor shall the Company be entitled to any payments under this contract in respect of materials or other things supplied, for use in or upon the works, until it has filed in the office of the Engineer a statement in duplicate showing the prices and quantities of all such materials or things, and if any amounts should then be due and unpaid in respect thereof, showing in detail the names of the unpaid vendors, the quantities, prices, and the amounts due to each, such statements shall be attested, in duplicate, by the statutory declaration of the Company, or of such officer of the Company as the Minister may approve.

7. The Minister, or the Engineer, may, as a further condition to such payment at any time require the Company to furnish such further or other detailed information as may be necessary to establish to their satisfaction the compliance by the Company with the conditions of this contract.

8. Should the Company fail to adhere in every particular to the fair wages schedule hereto annexed, or permit any wages or amounts payable for the hire of teams to become or remain in arrear and unpaid, or fail to pay any accounts for materials or other things supplied for the works, the Engineer may give notice in writing requiring the Company to adhere to such schedule, or to pay such wages, or for such hire of teams, or for such materials or other things, as the case may be. Should the Company fail for the period of forty-eight hours after the giving of such notice to comply to the terms thereof, the Minister may make such payments as shall be sufficient to effect an adherence with such schedule, or the settlement or discharge of such arrears, or indebtedness for hire or materials or things supplied, and the Company in the event of any such payments being made after notice and default as aforesaid shall be stopped from setting up, as against His Majesty, the accuracy of any amounts so paid, or the existence or extent of any such indebtedness, and all amounts so paid shall be repaid, at once, by the Company or may be deducted from any amounts then or thereafter due by His Majesty to the Company.

9. The Minister or the Engineer may, in their discretion, at any time require proof, with such formalities or to such extent as they may deem requisite, of any claim under the said fair wages schedule, or for wages or hire of teams in arrears, or of accounts for materials, or other things unpaid.

10. The word "Engineer," when used herein, shall mean the Chief Engineer of Railways and Canals, or such other Officer as the Minister may appoint to perform his duties in respect thereof.

#### FAIR WAGES SCHEDULE.

The following is the minimum rate of wages to be paid respectively for the several classes of labour mentioned, or for the hire of teams, in accordance with the provisions of Section 3 of the fair wages clauses:—

CLASS OF LABOUR	MINIMUM RATE PER

FORM OF PETITION FOR PRIVATE BILLS.

## DOMINION PARLIAMENT.

PETITIONS TO THE THREE BRANCHES OF PARLIAMENT FOR PRIVATE  
BILLS ARE TO BE PREPARED AFTER THE FOLLOWING FORM, VIZ.:

(1.) To His Excellency the Right Honourable Sir Albert Henry George, Earl Grey, Viscount Howick, Baron Grey of Howick, in the County of Northumberland, in the Peerage of the United Kingdom, and a Baronet; Knight Grand Cross of the Most Distinguished Order of Saint Michael and Saint George, &c., &c., Governor-General of Canada.

IN COUNCIL;

THE PETITION of the undersigned of the City of  
humbly sheweth:

THAT (here state the objects sought by the petitioner).

WHEREFORE your petition humbly prays that Your Excellency  
may be pleased to sanction the passing of an Act for the  
purposes above mentioned.

AND as in duty bound your petitioner will ever pray.

Date. \_\_\_\_\_ Signature. \_\_\_\_\_

*This petition to be sent by mail to the Office of the Secretary of State any time during the Session.*

(2.) TO THE HONOURABLE THE SENATE OF CANADA, IN  
PARLIAMENT ASSEMBLED

THE PETITION of the undersigned of the City of  
humbly sheweth:

THAT (here state the objects sought by the petitioner).

WHEREFORE your petitioner humbly prays that your Honourable House may be pleased to pass an Act for the purposes above mentioned.

AND as in duty bound your petitioner will ever pray.

Date. \_\_\_\_\_ Signature. \_\_\_\_\_

*This petition to be presented by a member of the Senate, from his place in the Senate, within the first three weeks of the Session.*

(3.) TO THE HONOURABLE THE HOUSE OF COMMONS OF  
CANADA, IN PARLIAMENT ASSEMBLED.

THE PETITION of the undersigned of the City of  
humbly sheweth:

THAT (here state the objects sought by the petitioner).

WHEREFORE your petitioner humbly prays that your Honourable House may be pleased to pass an Act for the purposes above mentioned.

AND as in duty bound your petitioner will ever pray.

Date. \_\_\_\_\_ Signature. \_\_\_\_\_

*This petition to be presented by a member, from his place in the House, within the first three weeks of the Session.*

N.B.—All Petitions must be signed by the Petitioner, signature by Attorney or Agent not being admissible.

Petitions of existing corporations shall have the seal of the corporation affixed thereto.

## MODEL RAILWAY BILL.

[Alterations or additions are to be placed between brackets.]

No. .] BILL. [1904

An Act to incorporate the

Railway Company.

WHEREAS a petition has been presented praying that it be enacted as hereinafter set forth, and it is expedient to grant the prayer of the said petition: Therefore His Majesty, by and with the advice and consent of the Senate and House of Commons of Canada, enacts as follows:—

Preamble

1. [Insert names of those applying for incorporation] together with such persons as become shareholders in the company, are incorporated under the name of [insert name of company]

Incorporation

Corporate name

hereinafter called "the Company."

2. The persons named in section 1 of this Act are constituted provisional directors of the Company.

Provincial directors.

3. The capital stock of the Company shall be dollars. No one call thereon shall exceed ten per cent on the shares subscribed.

Capital stock

Calls thereon.

4. The head office of the Company shall be in the Head office

5. The annual meeting of the shareholders shall be held on the first in

Annual meeting

6. The number of directors shall be , one or more of whom may be paid directors.

Number of director.

7. The Company may lay out, construct and operate a railway of the gauge of four feet eight and one-half inches from [insert and define clearly the route of the proposed railway, and specify the principal points along the route].

Line of railway described

8. The securities issued by the Company shall not exceed thousand dollars per mile of the railway, and may be issued only in proportion to the length of railway constructed or under contract to be constructed.

Issue of securities.

9. Any agreement provided for in section 281 of *The Railway Act, 1903*, may be entered into between the Company and [name the company or companies it is proposed to make agreements with].

Agreements with other companies.

NOTE.—The following is Section 281 of "The Railway Act," 1903, referred to in Section 9, Model Bill:—

*Amalgamation Agreements.*

Agreements  
for sale, lease,  
or amalgama-  
tion of rail-  
way.

Approval of  
shareholders.

Sanction of  
Governor in  
Council on re-  
commendation of Board.

Notice of  
application to  
Board

Action of  
Board.

Duplicate  
original to be  
filed in office  
of Secretary  
of State.

Notice.

281. Where the company is authorized by any Special Act of the Parliament of Canada, to enter into an agreement with any other company for selling, conveying or leasing to such company the railway and undertaking of the company, in whole or in part, or for purchasing or leasing from such company, the railway and undertaking of such company, in whole or in part, or for amalgamation, such agreement shall be first approved by two-thirds of the votes of the shareholders of each company, parties thereto, at an annual general meeting, or at a special general meeting of each company called for the purpose of considering such agreement, at each of which meetings shareholders representing at least two-thirds in value of the capital stock of each company are present or represented by proxy; and upon such agreement being so approved, and duly executed it shall be submitted to the Board with an application for a recommendation to the Governor in Council for the sanction thereof.

2. Notice of the proposed application therefor shall be published in *The Canada Gazette* for at least one month prior to the time, to be stated therein, for the making of such application, and also, unless the Board otherwise orders, for a like period in one newspaper in each of the counties or electoral districts through which the railway, to be sold, leased or amalgamated, runs, in which a newspaper is published.

3. Upon such notice being given the Board shall grant or refuse such application, and upon granting the same shall make a recommendation to the Governor in Council for the sanction of such agreement.

4. Upon such agreement being sanctioned by the Governor in Council, a duplicate original of such agreement shall be filed in the office of the Secretary of State for Canada, and thereupon such agreement shall come into force and effect, and notice thereof shall be forthwith given in *The Canada Gazette*, and the production of *The Canada Gazette* containing such notice shall be *prima facie* evidence of the requirements of this section being complied with.

## PRIVATE BILLS.

## APPLICATIONS TO PARLIAMENT.

## RULES RELATIVE TO NOTICES FOR PRIVATE BILLS.

All applications to Parliament for Private Bills of any nature whatsoever, shall be advertised by a Notice published in the *Canada Gazette*; such Notice shall clearly and distinctly state the nature and objects of the application, and shall be signed by or on behalf of the applicants, with the address of the party signing the same; and when the application is for an Act of incorporation, the name of the proposed company shall be stated in the Notice. And if the works of any company (incorporated, or to be incorporated) are to be declared to be for the general advantage of Canada, such intention shall be specifically mentioned in the Notice; and the applicants shall cause a copy of such Notice to be sent by registered letter to the Clerk of each municipality which may be specially affected by the construction or operation of such works, and also to the Secretary of the Province in which such works are, or may be located; and proof of compliance with this requirement by the applicants shall be established by statutory declaration.

In addition to the Notice in the *Canada Gazette* aforesaid, a similar Notice shall also be published in *some leading newspaper*, as follows:—

A. When the application is for an Act to incorporate:

1. *A Railway or Canal Company*.—In the principal city, town or village in each county through which the proposed railway or canal is to be constructed.

2. *A Telegraph or Telephone Company*.—In the principal city or town in each Province or Territory in which the company proposes to operate.

3. A company for the *construction of any works* which in their construction or operation might specially affect a particular locality; or for obtaining any *exclusive rights or privileges*; or for doing any matter or thing which in its operation would affect the rights or property of others:—In the particular locality or localities which may be affected by the proposed Act.

4. A Banking Company; An Insurance Company; A Trust Company; A Loan Company; or an Industrial Company without any exclusive powers:—In the *Canada Gazette* only.

B. When the application is for the purpose of amending an existing Act:

1. For an extension of any line of railway, or of any canal, or for the construction of branches thereto:—In the principal city, town or village in each county or district through which such extension or branch is to be constructed.

2. For an extension of the time for the construction or completion of any line of railway, or of any canal, or of any telegraph or telephone line, or of any other works already authorized:—In the place where the head office of the company is, or is authorized to be.

3. For an extension of the powers of a company (when not involving the granting of any exclusive rights); or for the increase or reduction of the capital stock of any company; or for increasing or altering its bonding or other borrowing powers, or for any amendment which would in any way affect the rights or interests of the shareholders or bondholders or creditors of the company:—In the place where the head office of company is situated.

All such Notices whether inserted in the *Canada Gazette* or in a newspaper, shall be published at least once a week, for a period of five consecutive weeks; and when published in the Provinces of Quebec and Manitoba, shall be in both the English and French languages; and *marked* copies of each issue of all newspapers containing such Notice shall be sent to the Clerks of the Senate and House of Commons, endorsed "Private Bill Notice"; or a statutory declaration as to due publication may be sent in lieu thereof.

#### RULES RELATING TO PETITIONS FOR PRIVATE BILLS.

Any person seeking to obtain a Private Bill shall, at least eight days before the meeting of Parliament, deposit with the clerk of the House, in which the Bill is to originate, a copy of such Bill in the English or French language, with a sum sufficient to pay for translating and printing the same. The applicant shall also, after the second reading, and before the consideration of the Bill by any Committee, pay the Clerk of the Senate, or the Accountant of the House of Commons (as the case may be) a fee of \$200, and a sum sufficient to pay the cost of printing the Act in the Statutes. The fee of \$200 is paid only in the House in which a Bill originates; but charges for reprinting and translation are paid in the House in which such charges are incurred.

No petition for a Private Bill is received by the Senate or by the House of Commons after the first three weeks of the Session.

No Private Bill may be presented to the Senate or to the House of Commons after the first four weeks of the Session.

No Petition praying for the incorporation of a railway company, or of a canal company, or for an extension of the line of any existing or authorized railway or canal, shall be considered by the Standing Orders Committees, until there has been filed with the Committee a map or plan, showing the proposed location of the works, and each county or district through which the proposed railway or canal, or any branch or extension thereof, is to be constructed.

SAML. E. ST. O. CHAPLEAU,  
Clerk of the Senate.

THOMAS B. FLINT,  
Clerk of the Commons.

## SPECIAL RULES OF THE SENATE.

When any Bill, confirming a deed, lease, agreement or other instrument, is brought up or presented to the Senate, such deed, lease, agreement or other instrument shall be set forth in the Bill by way of Schedule or otherwise.

SAML. E. ST. O. CHAPLEAU,  
Clerk of the Senate.

ADDITIONAL RULES OF THE HOUSE OF COMMONS RESPECTING  
PRIVATE BILLS.

All Private Bills for Acts of Incorporation shall be so framed as to incorporate by reference the *clauses* of the *General Acts* relating to the details to be provided for by such Bills;—Bills not framed in accordance with this *Rule*, shall be recast by the promoters, and reprinted at their expense, before any Committee passes upon the *Clauses*.

52. All Private Bills for Acts of Incorporation of, or in amendment of Acts incorporating Railway Companies, shall be drawn in accordance with the Model Bill, copies of which may be obtained from the Clerk of the House.

(a.) The provisions contained in any Bill which are not in accord with the Model Bill, shall be inserted between brackets, and when revised by the proper officer shall be so printed, and Bills which are not in accordance with this Rule shall be returned to the promoters to be recast before being revised and printed.

(b.) Any sections of existing Acts which are proposed to be amended shall be reprinted in full with the amendments inserted in their proper places and between brackets.

(c.) Any exceptional provisions that it may be proposed to insert in any Bill shall be clearly specified in the Notice of Application for the same.

53. No Bill for the incorporation of a Railway Company, or for changing the route of the railway of any company already incorporated, shall be considered by the Railway Committee until there has been filed with the Committee, at least one week before the consideration of the Bill, —

(a) A Map or Plan drawn upon a scale of not less than half an inch to the mile, showing the location upon which it is intended to construct the proposed work, and showing also the lines of existing or authorized works of a similar character within, or in any way affecting the district, or any part thereof, which the proposed work is intended to serve, and such map or plan shall be signed by the Engineer or other person making the same;

(b.) An exhibit showing the total amount of capital proposed to be raised for the purposes of the undertaking, and the manner in which it is proposed to raise the same, whether by ordinary shares, bonds, debentures, or other securities, and the amount of each, respectively.

THOMAS B. FLINT,  
Clerk of the Commons.

TO ADVERTISERS IN THE *GAZETTE*.

Parties sending advertisements to be inserted in the *Canada Gazette* will please observe the following rules:

1st. Address "The Canada Gazette, Ottawa, Canada."

2nd. Indicate the number of insertions required.

3rd. Invariably remit the fees for such advertisements, together with the price of one *Gazette*, as below, otherwise they will not be inserted. The rates are 10 cents for the first insertion, and five cents for each subsequent insertion per line of nine words, each figure counting as one word.

By settled or understood practice as prescribed by law, the rules of Parliament or decisions of the Department of Justice, notices receive the following insertions:—

Notices of applications for divorce—27 insertions.

Notices of the withdrawal of deposits of Insurance Companies—13 insertions.

Notices of ordinary applications to Parliament—5 insertions.

Notices of applications for Letters Patent under Loan Companies Act (per O. in C. published in Gazette of 15th June, 1901)—2 insertions.

Notices of dividends and meetings of Banks and Insurance Companies—1 calendar month, or 5 insertions.

Interim Copyrights—1 insertion.

No advertisement is inserted for a less charge than one dollar.

Subscribers will also notice that the subscription, \$4 per annum, is invariably payable in advance, and that the "Gazette" will be stopped at the end of the period paid for. Single numbers will be charged ten cents each, and when more than one are required by advertisers, must be remitted for likewise.

S. E. DAWSON,  
King's Printer and Controller of Stationery.

Department of Public Printing and Stationery,  
Ottawa, October, 1903.

## FREIGHT CLASSIFICATION.

A carter was shipping some packed furniture at Glasgow quay the other day, and he stood eyeing curiously the next package to leave his lorry. "What is this, now?" asked the stevedore. "I'm hanged if I ken whether it's live stock or a bed mattress" was the reply, "for I've counted six mice leaving it since I left the warehouse, and it depends on how many mair there's left to say what ye'll book it as."







